Transportation Analysis

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APPENDIX

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Ridgemark Subdivision

Draft Transportation Analysis

Prepared for:

EMC Planning Group

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Executive Summary

This report presents the results of the Transportation Analysis (TA) for the proposed addition of homes, a hotel, and retail space to the existing Ridgemark Subdivision in San Benito County, California. The project consists of the addition of 190 single-family homes, 24 affordable housing units, a 156-room hotel, and 45,300 s.f. of retail space to the existing Ridgemark Golf Club and Resort. The tentative map for the project indicates that the additional residential units would be located throughout the existing community primarily on lands of the 18-hole golf course, whereas the hotel and retail uses, and the affordable housing units would be located along Ridgemark Drive just south of Airline Highway. Access to the proposed project would be provided via the two existing access points to the Ridgemark Country Club along Airline Highway and a future access point to Southside Road through the adjacent Promontory site development.

Transportation Analysis Scope

The transportation analysis consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *San Benito County General Plan* goals and policies. The TA was evaluated following the standards and methodologies set forth in the San Benito County *Draft SB 743 Implementation Policy* and by the California Environmental Quality Act (CEQA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the County's Travel Demand Forecasting (TDF) Model.

Transportation Operations Analysis Scope

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes an evaluation of the effects of the project on other transportation issues related to on-site access, on-site circulation, sight distance, pedestrian, bicycle, and transit facilities in the immediate area of the project.

CEQA VMT Analysis

Project-Level VMT Impact Analysis

Hotel Uses

For mixed-use projects, OPR allows lead agencies to evaluate only the project's dominant use. Since the proposed residential and retail components of the project would be the dominant land use (the

proposed residential and retail uses would generate a significantly greater number of daily trips when compared with the proposed hotel use), the CEQA impact evaluation for the project is based only on the residential and retail components of the project.

Retail Uses

Per the San Benito County VMT screening criteria, retail projects with 50,000 square feet or less are considered local-serving and do not require a detailed CEQA transportation analysis. The addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. The proposed retail component of the project satisfies this criterion and therefore is not required to complete a detailed VMT analysis.

Residential Uses

The residential component of the project does not meet the screening criteria as outlined in the San Benito County VMT guidelines and therefore is required to complete a VMT analysis.

The results of the VMT analysis, using the County's model, indicate that the proposed project is located in TAZs 309-311, 313, 314, and 321, which have an existing home-based VMT per capita of 28.7. It is assumed that the proposed project would exhibit similar travel characteristics and have the same home-based VMT per capita as other residential uses within its TAZ. Because the project's VMT per capita would exceed the impact threshold of 19.6 VMT per capita, the proposed project would have an impact on the transportation system based on the County's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the residential component of the project (28.7 VMT per capita) would exceed the threshold of 19.6 VMT per capita, the residential component of the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact. Per the county's impact thresholds, the project would need to implement VMT reduction measures to achieve a 32 percent reduction (28.7 to 19.6) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels.

The County's *Draft SB 743 Implementation Policy* identifies several Travel Demand Management (TDM) strategies that can be implemented to reduce a project's VMT. However, most of the measures are applicable to only employment uses and/or are beyond the means of implementation by a single development project. The County's policy identifies the following TDM measures for residential uses:

- T-8 Subsidized Transit Program: Provide subsidized or discounted, or free transit passes for residents. Reducing the out-of-pocket cost of choosing transit improves the competitiveness of transit against driving increasing the total number of transit trips and decreasing vehicle trips.
- T-22 Community-Based Travel Planning: Target residences in the community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single-occupancy vehicles.
- T-17 Pedestrian Network Improvement: Increase sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive.
- T-18 Construct or Improve Bike Facility: Construct or improve a single bicycle lane facility that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area.

However, the implementation of the above measures and the resulting reduction in VMT presumes that there are robust existing transit services and an existing bicycle and pedestrian network. Since the supporting transit, bicycle, and pedestrian facilities do not exist, the VMT per capita would still be greater than the County's recommended impact threshold of 19.6 VMT per capita with the implementation of the identified measures.

The County's 15% below the existing VMT impact threshold (also recommended by the OPR) encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip-making and/or trip lengths. However, the project is located in a rural setting with very limited multi-modal transportation infrastructure and low mixture of complementary land uses. The lack of major transit options results in a greater number and longer commute trips. Therefore, it is highly unlikely that residential developments like the proposed project in the County can achieve the 15% reduction in VMT. Therefore, absent of the County reducing its adopted VMT impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Transportation Operations Analysis

The transportation operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The traffic operations analysis includes an analysis of peak-hour traffic conditions for 14 signalized intersections, one future signalized intersection, four unsignalized intersections, and three highway segments.

Trip Generation

Based on the ITE trip generation rates, pass-by reductions, and the proposed project description, it is estimated that the project would generate 6,905 daily vehicle trips, with 324 trips (141 inbound and 183 outbound) occurring during the AM peak hour and 458 trips (253 inbound and 205 outbound) occurring during the PM peak hour.

Intersection Operation Analysis

The results of the intersection operations analysis are summarized in Table ES-1.

Existing Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the addition of project-generated trips would adversely affect traffic operations at the Union Road and Airline Highway intersection.

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following two unsignalized study intersections currently have peak hour traffic volumes that meet the thresholds that warrant signalization:

2. Fairview Road/Ridgemark Drive and Airline Highway [CT]
14. Fairview Road and Hillcrest Road [SBC]

However, each of the unsignalized intersections operates within the applicable level of service standards. Therefore, a traffic signal is not recommended at either of the intersections identified to have traffic volumes that meet the thresholds that warrant signalization. The remaining unsignalized study intersections currently have and will continue to have traffic conditions that fall below the thresholds that warrant signalization with the addition of project-generated trips.

The potential improvement measures that may be included as part of the project's Conditions of Approval are described below.

4. Airline Highway and Union Road (Caltrans)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

Background Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the following five intersections would be adversely affected by the project under background plus project conditions:

3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
4. Airline Highway and Union Road [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)
17. Southside Road and Union Road [SBC](**Adverse Effect**)
19. Union Road/Mitchell Road and SR 156 [CT] (**Adverse Effect)**

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following two intersections would have traffic conditions that meet the thresholds that warrant signalization and would be adversely affected by the project under background plus project conditions during at least one of the peak hours:

3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)

The potential improvement measures that may be included as part of the project's Conditions of Approval are described below.

3. Enterprise Road and Airline Highway (Caltrans)

The installation of a traffic signal at the intersection as part of the widening of Airline Highway to four lanes between Sunset Drive and Fairview Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

4. Airline Highway and Union Road (Caltrans)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection. (*Same as Existing Plus Project*)

14. Fairview Road and Hillcrest Road (County)

The installation of a traffic signal at this intersection as part of the widening of Fairview Road to four lanes between Airline Highway and McCloskey Road is included as part of the improvement projects of

the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

17. Southside Road and Union Road (County)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

19. Union Road/Mitchell Road and SR 156 (Caltrans)

The widening of Union Road to four lanes between SR 156 and San Benito Street and of SR 156 to four lanes between San Juan Bautista and Union Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). As part of the Union Road widenings, the northbound approach on Union Road would provide a separate left-turn lane and a shared all-movement lane. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

Cumulative Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the following 11 intersections would be adversely affected by the project under cumulative plus project conditions:

1. South Ridgemark Drive/Best Road and Airline Highway [CT] (**Adverse Effect**)
2. Fairview Road/Ridgemark Drive and Airline Highway [CT] (**Adverse Effect**)
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
4. Airline Highway and Union Road [CT] (**Adverse Effect**)
8. SR 25 and Hillcrest Road [CT] (**Adverse Effect**)
9. SR 25 and Meridian Street [CT] (**Adverse Effect**)
10. SR 25 and Santa Ana Road [CT] (**Adverse Effect**)
11. San Felipe Road and SR 25 [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)
17. Southside Road and Union Road [SBC] (**Adverse Effect**)
19. Union Road/Mitchell Road and SR 156 [CT] (**Adverse Effect**)

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following four intersections would have traffic conditions that meet the thresholds that warrant signalization and would be adversely affected by the project under cumulative plus project conditions during at least one of the peak hours:

1. South Ridgemark Drive/Best Road and Airline Highway [CT] (**Adverse Effect**)
2. Fairview Road/Ridgemark Drive and Airline Highway [CT] (**Adverse Effect**)
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)

The potential improvement measures that may be included as part of the project's Conditions of Approval are described below.

1. South Ridgemark Drive/Best Road and Airline Highway (Caltrans)

Necessary improvements at this intersection include the installation of a traffic signal. The developer may be required to pay a fair share toward improvement costs at this intersection.

2. Fairview Road/Ridgemark Drive and Airline Highway (Caltrans)

The installation of a traffic signal at the intersection is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

3. Enterprise Road and Airline Highway (Caltrans)

The installation of a traffic signal at the intersection as part of the widening of Airline Highway between Sunset Drive and Fairview Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

4. Airline Highway and Union Road (Caltrans)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). In addition, separate eastbound and westbound right-turn lanes with dedicated right-turn arrows and changing the signal phasing on Union Road from split to protected would also be required to improve LOS to acceptable levels. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

8. SR 25 and Hillcrest Road (Caltrans)

Necessary improvements at this intersection include the addition of third northbound and southbound through lanes. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

9. SR 25 and Meridian Street (Caltrans)

Necessary improvements at this intersection include the addition of third northbound and southbound through lanes. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

10. SR 25 and Santa Ana Road (Caltrans)

Necessary improvements at this intersection include the addition of a separate eastbound right-turn lane. The developer may be required to pay a fair share toward improvement costs at this intersection.

11. San Felipe Road and SR 25 (Caltrans)

Necessary improvements at this intersection include the addition of a second eastbound right-turn lane. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

14. Fairview Road and Hillcrest Road (County)

The installation of a traffic signal at the intersection as part of the widening of Fairview Road between Airline Highway and McCloskey Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay

the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

17. Southside Road and Union Road (County)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

19. Union Road/Mitchell Road and SR 156 (Caltrans)

The widenings of Union Road to four lanes between SR 156 and San Benito Street and of SR 156 to four lanes between San Juan Bautista and Union Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). As part of the Union Road widenings, the northbound approach on Union Road would provide a separate left-turn lane and a shared all-movement lane. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

Highway Segment Analysis

Traffic volumes and heavy vehicle percentages on the study highway segments were derived from the intersection turning-movement counts conducted at intersections and highway volumes obtained from Caltrans. Roadway characteristics, such as lane width, shoulder width, terrain type, segment length, number of access points, and percent of the no-passing zone were obtained from observations in the field and/or aerial images.

Based on the HCM methodology, all highway segments studied are projected to operate at an unacceptable LOS E or worse in at least one direction during at least one of the peak hours under existing plus project, background plus project, and cumulative plus project conditions (see Table ES-2).

The proposed project would result in the addition of peak-hour trips to each of the highway segments projected to operate at unacceptable levels of service. Therefore, the proposed project would have an adverse effect on all highway segments studied, based on the Caltrans criteria for highways.

Highway Segment Mitigation and Impact Fees

The widening of both highways SR 156 and SR 25 is included as part of the improvement projects of the San Benito County Transportation Impact Mitigation Fee (TIMF) as follows:

SR 156 Widening – Widening of SR 156 from two-to-four lanes between the Alameda in San Juan Bautista to Union Road in Hollister.

SR 25 Widening and Realignment – Widening of SR 25 from two-to-four lanes between San Felipe Road in Hollister to the Santa Clara County line.

The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at the impacted highway segments.

Other Transportation Issues

Bicycle and Pedestrian Circulation

Currently, the project site is not served directly by any bicycle facilities. The nearest Class II bike lanes are provided along Union Road located approximately 1.5 miles northwest of the project site.

Sidewalks are not provided within the Ridgemark development. Additionally, with the project site being located within a highly undeveloped rural area, none of the surrounding roadways currently have sidewalks.

Project's Effect on Bicycle and Pedestrian Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation.

With the implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, a connection would be provided between the project site and other bicycle facilities to the north, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above-planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

The missing sidewalks in the project area make pedestrian travel to/from the project site challenging, discouraging pedestrian activity, or forcing pedestrians to walk along undeveloped roadway shoulders and/or within the street. However, no other pedestrian destinations, such as residences, shopping centers, or other pedestrian services, are located within what would be considered an acceptable walking distance (0.25 to 0.5 miles) from the project site. Therefore, it is very unlikely that the project would generate a measurable need for pedestrian facilities.

Transit Services

There are currently two County Express bus lines (Blue Line and Green Line) that operate within the City of Hollister. The nearest bus stop to the project site is located near the intersection of Union Road and Airline Highway, approximately 1.5 miles northwest of the project site.

Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be done utilizing public transportation. Applying an estimated three percent transit mode share, which is a conservative estimate for the project, equates to approximately at most 14 new transit riders generated by the proposed project during the peak hours. The project is not directly served by any transit services. However, the additional transit demand generated by the project would not justify additional transit services in the study area based on the project demand alone.

Site Access and On-Site Circulation

This analysis is based on a review of the preliminary project site plan prepared by Kelley Engineering and Surveying dated February 2022.

Site Access

The hotel/retail use and the affordable housing units would have access along Ridgemark Drive, just south of Airline Highway. Access to the single-family residential units would be provided through the Ridgemark development, which has two existing access points: the "west entrance," located at the Airline Highway/Ridgemark Drive intersection, and the "east entrance," located at the Airline Highway/South Ridgemark Drive intersection and a future access point to Southside Road. The west entrance includes a staff-operated gate located approximately 0.25 miles south of Airline Highway. All vendors and visitors to the Ridgemark development are currently required to use this entrance. The

east entrance includes an automatic gate located approximately 0.1 miles south of Airline Highway. Because this gate is automated, only Ridgemark residents with access cards can use the east entrance. In the future, the Ridgemark HOA intends to build a new gatehouse at the east entrance, which would allow for staff operation and access to the Ridgemark area by vendors and visitors, in addition to residents. However, plans and a schedule for this improvement have yet to be determined, and the gatehouse would be constructed as part of a separate project. For the Ridgemark Subdivision project, the applicant would provide funding to the Ridgemark HOA for manning the existing gatehouse (i.e., staff operation) and would also provide funding for a new gatehouse to be constructed sometime in the future.

Site Circulation

The site layout allows for continuous traffic circulation through the project site. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large design vehicles such as garbage trucks and fire trucks. With the proposed internal roadway layout and adhering to County roadway design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate, making every proposed residential unit within the project development accessible.

Recommendation: The proposed project should adhere to County roadway design standards and guidelines when designing roadway widths and turn radii.

Neighborhood Traffic Issues

The effects of project traffic along Ridgemark Drive were evaluated based on the collected traffic volumes and projections of the additional project-generated traffic. The addition of project traffic on the study roadway segments would represent no more than an approximately 110% increase in daily traffic on the study roadway segments. The large percentage increases are due to the low existing volumes.

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project site driveway at the east Ridgemark Drive entrance along Airline Highway and Southside Road in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Stopping sight distance is not required at the west entrance because the access point intersection of Ridgemark Drive and Airline Highway is stop-controlled on all approaches.

Based on field observations, aerial images, and the east entrance location along Airline Highway, there are no existing trees or visual obstructions along Airline Highway at South Ridgemark Drive that would obscure sight distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of Airline Highway beyond the minimum required distance of 495 feet. Therefore, it can be concluded that the project access driveway at the east entrance along Airline Highway would meet the AASHTO minimum stopping sight distance standards.

However, since a conceptual plan showing the access point location to Southside Road is not available, stopping sight distance at this location cannot be evaluated. Therefore, the design of the Southside Road access point should provide for a minimum of 360 feet of stopping sight distance.

Table ES-1
Intersection Level of Service Results

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Int. Control	Existing			Existing Plus Project			
							Warrant Met?[3]	Delay[1]	LOS	Warrant Met?[3]	Delay[1]	LOS	Change in Delay[2]
1	South Ridgemark Drive/Best Road and Airline Highway	Caltrans	D	AM	05/22/19	TWSC	No	13.2	B	No	14.3	B	1.1
				PM	05/22/19		No	13.7	B	No	14.5	B	0.8
2	Fairview Road/Ridgemark Drive and Airline Highway	Caltrans	D	AM	05/22/19	AWSC	**Yes**	12.6	B	**Yes**	16.2	C	3.6
				PM	05/22/19		**Yes**	11.6	B	**Yes**	19.0	C	7.4
3	Enterprise Road and Airline Highway	Caltrans	D	AM	05/22/19	TWSC	No	15.6	C	**Yes**	20.9	C	5.3
				PM	05/22/19		No	19.2	C	No	30.5	D	11.3
4	Airline Highway and Union Road	Caltrans	D	AM	05/22/19	Signal	--	49.4	D	--	**60.9**	**E**	**11.5**
				PM	05/22/19		--	41.9	D	--	**60.2**	**E**	**18.3**
5	Airline Highway and Sunset Drive	Caltrans	D	AM	05/22/19	Signal	--	11.1	B	--	11.1	B	0.0
				PM	05/22/19		--	9.8	A	--	10.1	B	0.3
6	SR 25 and Sunnyslope Road/Tres Pinos Road	Caltrans	D	AM	05/22/19	Signal	--	19.0	B	--	19.6	B	0.6
				PM	05/22/19		--	17.6	B	--	18.4	B	0.8
7	SR 25 and East Park Street	County	D	AM	05/22/19	Signal	--	5.5	A	--	5.5	A	0.0
				PM	05/22/19		--	5.2	A	--	5.1	A	-0.1
8	SR 25 and Hillcrest Road	Caltrans	D	AM	05/22/19	Signal	--	19.6	B	--	20.3	C	0.7
				PM	05/22/19		--	17.9	B	--	18.6	B	0.7
9	SR 25 and Meridian Street	Caltrans	D	AM	05/22/19	Signal	--	16.7	B	--	17.6	B	0.9
				PM	05/22/19		--	13.2	B	--	13.6	B	0.4
10	SR 25 and Santa Ana Road	Caltrans	D	AM	05/22/19	Signal	--	16.7	B	--	17.4	B	0.7
				PM	05/22/19		--	16.1	B	--	16.9	B	0.8
11	San Felipe Road and SR 25	Caltrans	D	AM	11/06/18	Signal	--	15.5	B	--	15.9	B	0.4
				PM	11/06/18		--	19.3	B	--	19.9	B	0.6
12	Fairview Road and Union Road	County	D	AM	--	Future Signal	--	--	--	--	--	--	--
				PM	--		--	--	--	--	--	--	--
13	Fairview Road and Sunnyslope Road	County	D	AM	05/22/19	Signal	--	18.5	B	--	18.1	B	-0.4
				PM	05/22/19		--	17.2	B	--	16.6	B	-0.6
14	Fairview Road and Hillcrest Road	County	D	AM	05/22/19	OWSC	**Yes**	19.1	C	**Yes**	19.9	C	0.8
				PM	05/22/19		No	13.4	B	**Yes**	13.8	B	0.4
15	Fairview Road and Santa Ana Road	County	D	AM	05/22/19	Signal	--	8.0	A	--	7.9	A	-0.1
				PM	05/22/19		--	9.2	A	--	9.0	A	-0.2
16	San Benito Street and Nash Road	City	C	AM	05/22/19	Signal	--	23.8	C	--	23.9	C	0.1
				PM	05/22/19		--	19.4	B	--	19.5	B	0.1
17	Southside Road and Union Road	County	D	AM	05/22/19	Signal	--	17.8	B	--	18.4	B	0.6
				PM	05/22/19		--	17.4	B	--	18.3	B	0.9
18	San Benito Street and Union Road	County	D	AM	05/22/19	Signal	--	10.3	B	--	10.4	B	0.1
				PM	05/22/19		--	8.9	A	--	9.1	A	0.2
19	Union Road/Mitchell Road and SR 156	Caltrans	D	AM	05/22/19	Signal	--	31.6	C	--	34.0	C	2.4
				PM	05/22/19		--	33.5	C	--	35.1	D	1.6

Notes:

[1]The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

[2] Change in delay measured relative to existing conditions.

[3] Signal warrant analysis is not applicable to signalized intersections.

Bold indicates unacceptable LOS/signal warrant met.

Bold and boxed indicate adverse effect.

Table ES-1 (cont.)
Intersection Level of Service Summary

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Int. Control	Background			Background Plus Project				Cumulative No Project			Cumulative Plus Project			
						Warrant Met?[4]	Delay[1]	LOS	Warrant Met?[4]	Delay[1]	LOS	Change in Delay[2]	Warrant Met?[4]	Delay[1]	LOS	Warrant Met?[4]	Delay[1]	LOS	Change in Delay[3]
1	South Ridgemark Drive/Best Road and Airline Highway	Caltrans	D	AM	TWSC	No	15.6	C	No	17.4	C	1.8	**Yes**	**229.0**	**F**	**Yes**	**>250**	**F**	**>1.0**
				PM		No	17.7	C	No	19.3	C	1.6	No	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
2	Fairview Road/Ridgemark Drive and Airline Highway	Caltrans	D	AM	AWSC	**Yes**	15.0	B	**Yes**	20.3	C	5.3	**Yes**	**240.9**	**F**	**Yes**	**>250**	**F**	**>1.0**
				PM		**Yes**	15.0	B	**Yes**	28.1	D	13.1	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
3	Enterprise Road and Airline Highway	Caltrans	D	AM	TWSC	**Yes**	23.5	C	**Yes**	**38.2**	**E**	**14.7**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
				PM		**Yes**	**46.1**	**E**	**Yes**	**111.9**	**F**	**65.8**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
4	Airline Highway and Union Road	Caltrans	D	AM	Signal	--	**125.4**	**F**	--	**148.5**	**F**	**23.1**	--	**>250**	**F**	--	**>250**	**F**	**>1.0**
				PM		--	**142.5**	**F**	--	**171.2**	**F**	**28.7**	--	**>250**	**F**	--	**>250**	**F**	**>1.0**
5	Airline Highway and Sunset Drive	Caltrans	D	AM	Signal	--	11.8	B	--	12.0	B	0.2	--	20.4	C	--	22.3	C	1.9
				PM		--	11.4	B	--	11.9	B	0.5	--	16.3	B	--	18.0	B	1.7
6	SR 25 and Sunnyslope Road/Tres Pinos Road	Caltrans	D	AM	Signal	--	24.6	C	--	25.4	C	0.8	--	39.6	D	--	40.9	D	1.3
				PM		--	26.0	C	--	27.3	C	1.3	--	40.3	D	--	42.1	D	1.8
7	SR 25 and East Park Street	County	D	AM	Signal	--	5.8	A	--	5.8	A	0.0	--	6.5	A	--	6.5	A	0.0
				PM		--	8.9	A	--	9.0	A	0.1	--	14.0	B	--	14.7	B	0.7
8	SR 25 and Hillcrest Road	Caltrans	D	AM	Signal	--	32.5	C	--	34.5	C	2.0	--	**91.4**	**F**	--	**99.1**	**F**	**7.7**
				PM		--	40.8	D	--	46.1	D	5.3	--	**138.4**	**F**	--	**134.7**	**F**	**-3.7**
9	SR 25 and Meridian Street	Caltrans	D	AM	Signal	--	22.6	C	--	24.1	C	1.5	--	**60.7**	**E**	--	**63.0**	**E**	**2.3**
				PM		--	19.1	B	--	20.4	C	1.3	--	**66.0**	**E**	--	**70.5**	**E**	**4.5**
10	SR 25 and Santa Ana Road	Caltrans	D	AM	Signal	--	21.1	C	--	22.5	C	1.4	--	**57.5**	**E**	--	**63.5**	**E**	**6.0**
				PM		--	20.6	C	--	22.4	C	1.8	--	**101.3**	**F**	--	**110.4**	**F**	**9.1**
11	San Felipe Road and SR 25	Caltrans	D	AM	Signal	--	17.4	B	--	17.9	B	0.5	--	32.2	C	--	33.2	C	1.0
				PM		--	23.1	C	--	24.0	C	0.9	--	**58.8**	**E**	--	**60.7**	**E**	**1.9**
12	Fairview Road and Union Road	County	D	AM	Future Signal	--	9.5	A	--	9.2	A	-0.3	--	9.0	A	--	8.9	A	-0.1
				PM		--	9.2	A	--	8.7	A	-0.5	--	8.7	A	--	8.5	A	-0.2
13	Fairview Road and Sunnyslope Road	County	D	AM	Signal	--	25.8	C	--	26.7	C	0.9	--	31.0	C	--	32.6	C	1.6
				PM		--	18.9	B	--	19.6	B	0.7	--	20.8	C	--	21.7	C	0.9
14	Fairview Road and Hillcrest Road	County	D	AM	OWSC	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**
				PM		**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**
15	Fairview Road and Santa Ana Road	County	D	AM	Signal	--	7.8	A	--	7.9	A	0.1	--	8.3	A	--	8.4	A	0.1
				PM		--	8.8	A	--	8.9	A	0.1	--	11.4	B	--	12.0	B	0.6
16	San Benito Street and Nash Road	City	C	AM	Signal	--	27.0	C	--	27.1	C	0.1	--	34.2	C	--	34.7	C	0.5
				PM		--	24.5	C	--	24.8	C	0.3	--	30.1	C	--	30.6	C	0.5
17	Southside Road and Union Road	County	D	AM	Signal	--	36.5	D	--	39.1	D	2.6	--	**55.3**	**E**	--	**61.9**	**E**	**6.6**
				PM		--	**67.4**	**E**	--	**74.5**	**E**	**7.1**	--	**110.6**	**F**	--	**145.9**	**F**	**35.3**
18	San Benito Street and Union Road	County	D	AM	Signal	--	11.7	B	--	12.0	B	0.3	--	12.6	B	--	13.0	B	0.4
				PM		--	11.3	B	--	11.6	B	0.3	--	12.7	B	--	13.3	B	0.6
19	Union Road/Mitchell Road and SR 156	Caltrans	D	AM	Signal	--	**56.8**	**E**	--	**59.9**	**E**	**3.1**	--	**90.2**	**F**	--	**93.8**	**F**	**3.6**
				PM		--	**66.1**	**E**	--	**67.8**	**E**	**1.7**	--	**101.1**	**F**	--	**103.5**	**F**	**2.4**

Notes:

[1]The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

[2] Change in delay measured relative to background conditions.

[3] Change in delay measured relative to cumulative no project conditions.

[4] Signal warrant analysis is not applicable to signalized intersections.

Bold indicates unacceptable LOS/signal warrant met.

Bold and boxed indicate adverse effect.

Table ES-2
Highway Segment Level of Service Results

Highway	Segment	Peak-Hour	Direction	Existing			Existing Plus Project			Background			Background Plus Project			Cumulative			Cumulative Plus Project		
				Vol	FD	LOS	Vol	FD	LOS	Vol	FD[1]	LOS[1]	Vol	FD[1]	LOS[1]	Vol	FD[1]	LOS[1]	Vol	FD[1]	LOS[1]
SR 25	between San Felipe Road and SR 156	AM	NB	684	7.4	C	728	8.1	D	931	11.4	D	**975**	**12.2**	**E**	**1307**	**18.0**	**E**	**1351**	**18.8**	**E**
		AM	SB	364	2.9	B	383	3.2	B	454	4.1	C	473	4.3	C	607	6.3	C	626	6.5	C
		PM	NB	484	4.5	C	517	4.9	C	652	6.9	C	685	7.4	C	945	11.7	D	978	12.2	E
		PM	SB	**988**	**12.4**	**E**	**1040**	**13.3**	**E**	**1268**	**17.4**	**E**	**1320**	**18.4**	**E**	**1720**	**--**	**F**	**1772**	**--**	**F**
SR 25	between SR 156 and US 101	AM	NB	**1452**	**20.7**	**E**	**1495**	**21.5**	**E**	**1812**	**--**	**F**	**1855**	**--**	**F**	**2361**	**--**	**F**	**2404**	**--**	**F**
		AM	SB	820	9.7	D	839	10.0	D	**968**	**12.1**	**E**	**987**	**12.5**	**E**	**1977**	**--**	**F**	**1996**	**--**	**F**
		PM	NB	608	6.3	C	640	6.8	C	869	10.4	D	901	11.0	D	**1942**	**--**	**F**	**1974**	**--**	**F**
		PM	SB	**1340**	**18.7**	**E**	**1390**	**19.7**	**E**	**1748**	**--**	**F**	**1798**	**--**	**F**	**2369**	**--**	**F**	**2419**	**--**	**F**
SR 156	between The Alameda and Union Road	AM	EB	916	11.3	D	925	11.4	D	**1030**	**13.2**	**E**	**1039**	**13.4**	**E**	**1178**	**15.8**	**E**	**1187**	**16.0**	**E**
		AM	WB	**1136**	**15.1**	**E**	**1155**	**15.5**	**E**	**1315**	**18.3**	**E**	**1334**	**18.7**	**E**	**1521**	**22.1**	**E**	**1540**	**22.5**	**E**
		PM	EB	**1044**	**13.5**	**E**	**1066**	**13.9**	**E**	**1265**	**17.4**	**E**	**1287**	**17.8**	**E**	**1518**	**22.1**	**E**	**1540**	**22.5**	**E**
		PM	WB	**1060**	**13.8**	**E**	**1074**	**14.0**	**E**	**1250**	**17.2**	**E**	**1264**	**17.4**	**E**	**1473**	**21.2**	**E**	**1487**	**21.5**	**E**

Notes: Vol = Volume
FD = Follower Density
LOS = Level of Service
[1]Capacity for each of the study highway segments is 1,700 vehicles per hour per direction. LOS F occurs when demand exceeds capacity and FD cannot be calculated.

1. Introduction

This report presents the results of the Transportation Analysis (TA) for the proposed addition of homes, a hotel, and retail space to the existing Ridgemark Subdivision in San Benito County, California. The project consists of the addition of 190 single-family homes, 24 affordable housing units, a 156-room hotel, and 45,300 s.f. of retail space to the existing Ridgemark Golf Club and Resort. The tentative map for the project indicates that the additional residential units would be located throughout the existing community primarily on lands of the 18-hole golf course, whereas the hotel and retail uses, and the affordable housing units would be located along Ridgemark Drive just south of Airline Highway. Access to the proposed project would be provided via the two existing access points to the Ridgemark Country Club along Airline Highway and a future access point to Southside Road through the adjacent Promontory site development. The project site location and the surrounding study area are shown in Figure 1. The project site plan is shown in Figure 2.

Transportation Policies

Draft SB 743 Implementation Policy

Historically, traffic impact analysis has utilized vehicular delay to identify traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service (LOS).

In adherence to SB 743, San Benito County has adopted a new Transportation Analysis Policy, the San Benito County *Draft SB 743 Implementation Policy*. The policy establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. All new development projects are required to analyze transportation impacts using the VMT metric and conform to the *Draft SB 743 Implementation Policy*.

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *San Benito County General Plan* goals and policies. The TA was evaluated

Figure 1
Site Location

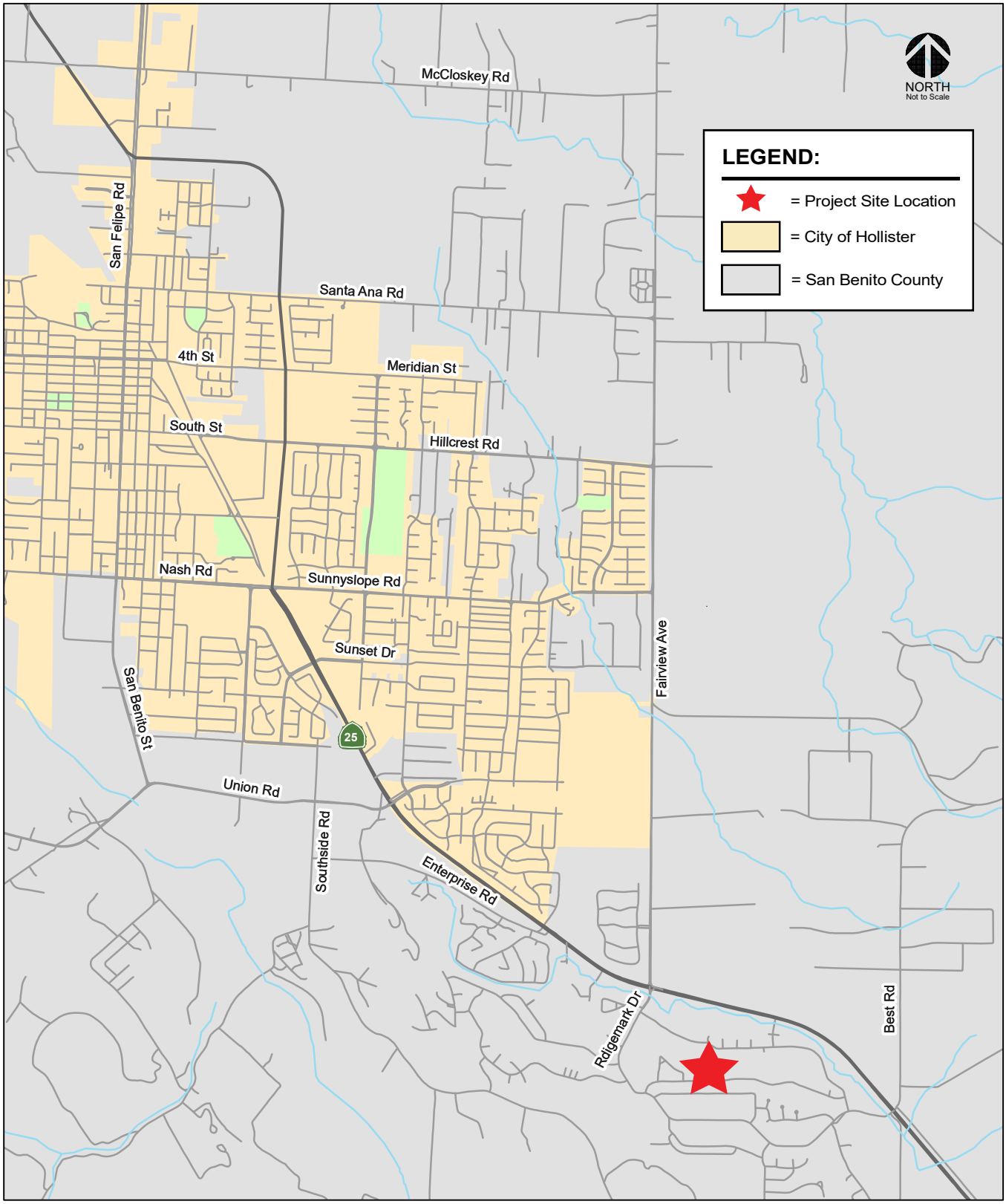
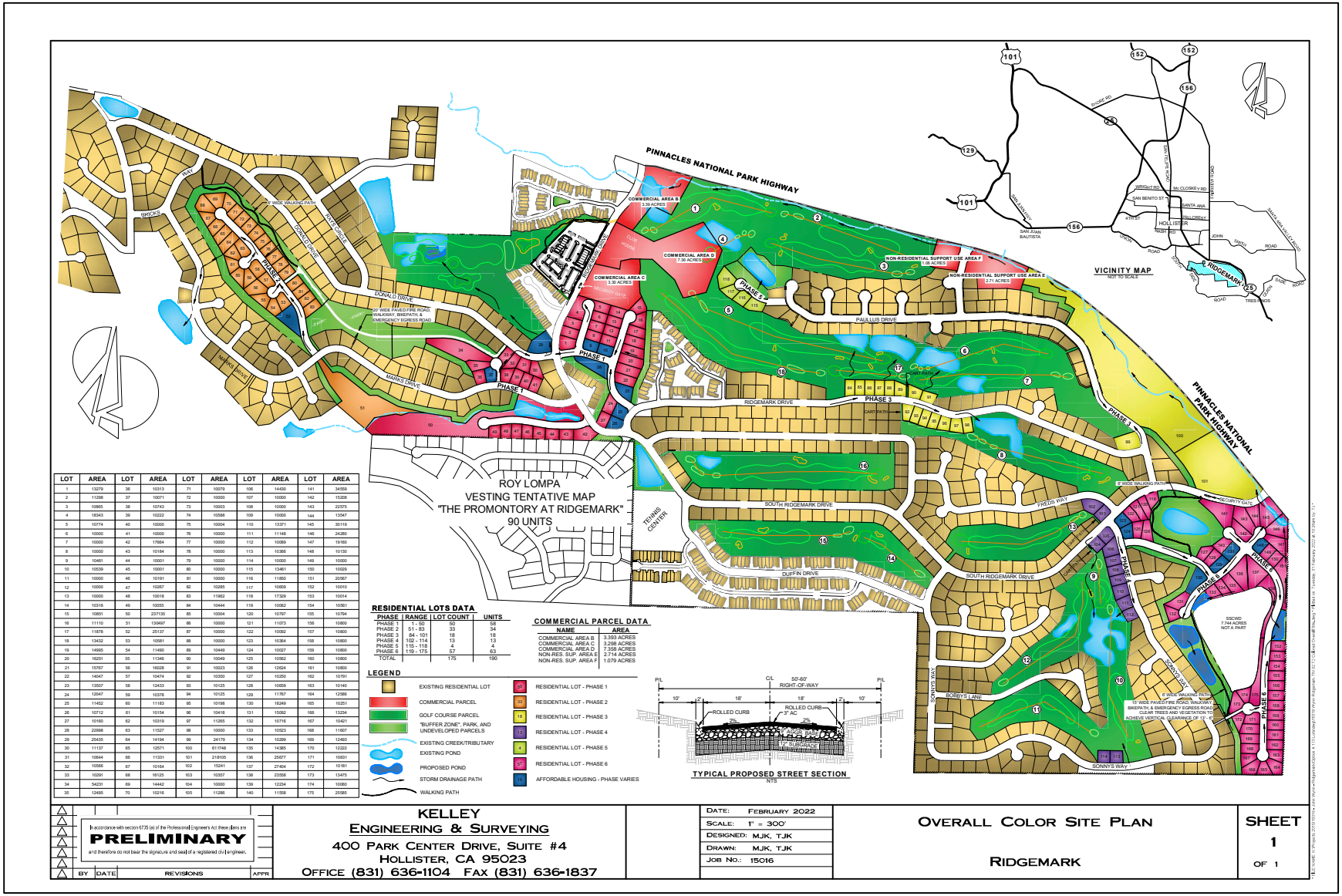


Figure 2
Site Plan



following the standards and methodologies set forth in the San Benito County *Draft SB 743 Implementation Policy* and by the California Environmental Quality Act (CEQA).

CEQA Transportation Analysis Scope

The San Benito County *Draft SB 743 Implementation Policy* establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The policy also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project meets the County's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. The proposed hotel and retail uses would meet the screening criteria. However, the proposed residential component of the project will not meet the applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the residential component project's effects on VMT is required and presented in Chapter 3.

The CEQA transportation analysis for the residential component of the project consists of a project-level VMT impact analysis using the County's Travel Demand Forecasting (TDF) Model.

Transportation Operations Analysis Scope

The current County General Plan, *San Benito County 2035 General Plan,* adopted in July 2015 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at selected intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes an evaluation of the effects of the project on other transportation issues related to on-site access, on-site circulation, sight distance, pedestrian, bicycle, and transit facilities in the immediate area of the project.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the San Benito County 2035 General Plan.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the VMT analysis methodology, baseline and potential project VMT impacts, and required mitigation measures to reduce any VMT impacts. Chapter 4 describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, and effects on bicycle, pedestrian, and transit facilities. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation System

This chapter describes the existing transportation system within the study area of the project, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project area is provided by State Routes 25 and 156 and Airline Highway while local access to the project area is provided by Fairview Road, Southside Road, Union Road, and Ridgemark Drive. These facilities are described below and shown in Figure 1.

State Route 25 (SR 25) is a two-lane highway that carries regional traffic between Gilroy and Hollister. It begins at its junction with Highway 101 in Gilroy and extends southward through Hollister towards Paicines. SR 25 is also designated as Hollister Road, Bolsa Road, Pinnacles National Park Highway, and Airline Highway. SR 25 has posted speed limits of 40 and 45 mph within the City of Hollister with bike lanes on both sides between Sunnyslope Road and San Felipe Roads and 55 mph with no bike lane outside the city's limit. SR 25 provides access to the project site via two intersections with Ridgemark Drive.

State Route 156 (SR 156) is generally a two-lane highway that carries regional traffic between Highway 101 and Highway 152 while passing through San Juan Bautista and the outskirts of the City of Hollister. SR 156 has a posted speed limit of 55 mph and is a two-lane highway between Hollister and San Juan Bautista and a four-lane divided highway between San Juan Bautista and US 101. SR 156 provides access to the project site via its intersections with Union Road, San Felipe Road, Fairview Road, and SR 25.

Airline Highway is a two- to four-lane arterial roadway that runs through Hollister. Airline Highway begins at Tres Pinos Road/Sunnyslope Road and is also SR 25 in the south part of Hollister.

Fairview Road is a two-lane north-south collector that is situated on the east edge of Hollister. Fairview Road has a posted speed limit of 55 mph with no bike lane and intermittent sidewalks and provides connections to Airline Highway to the south and SR 25 and SR 156 to the north. Fairview Road transitions into Ridgemark Drive, south of Airline Highway, which provides direct access to the project site.

Southside Road is a two-lane roadway that begins at Airline Highway in Tres Pinos and extends northward into Hollister where it crosses Union Road then turns 90 degrees to the west and extends to San Benito Street. Southside Road has a posted speed limit of 45 mph with no sidewalk and bike lane on a short segment south of Union Road. Access to the project site would be provided via a new access point along Southside Road through the Promontory development.

Union Road is a two-lane roadway in south Hollister that extends from SR 156 to beyond Airline Highway, where it terminates. Union Road, east of Airline Highway, has a posted speed limit of 35 mph with bike lanes and sidewalks on both sides of the street. West of Airline Highway, Union Road has a posted speed limit of 55 mph with no bike lane or sidewalk. Access to the project site from Union Road is provided via its intersections with Airline Highway, Southside Road, and Fairview Road.

Ridgemark Drive is a two-lane local (residential) roadway that provides direct access to the project from Airline Highway via two entrances to the Ridgemark Country Club development. Ridgemark Drive has a posted speed limit of 25 mph with no bike lanes or sidewalks.

Existing Pedestrian, Bicycle, and Transit Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. The locations of existing bicycle facilities are shown in Figure 3.

Currently, the project site is not served directly by any bicycle facilities. However, class II bike lanes are provided on the following roadways:

- Sunnyslope Road between SR 25 & Memorial Drive and Cerra Vista Drive & Fairview Road
- Highway 25 between San Felipe Road and Sunnyslope Road
- Southside Road from north of Union Road to just south of Hospital Road and between San Benito Street and Sunset Drive
- Union Road between SR 25 and Calistoga Drive
- Sunset Drive between SR 25 and Southside Drive
- Ladd Lane between south of Tres Pinos Road and Southside Drive
- East Park Street between SR 25 and McCray Street
- Fairview Road, between Sunnyslope Road and Hillcrest Road
- San Benito Street, between Union Road and Nash Road
- Hillcrest Road, between SR 25 and Paseo Drive

The existing roadway network in the study area currently includes many areas with undeveloped roadway frontages that do not provide sidewalks including areas along Fairview Road and Airline Highway. The lack of sidewalks along surrounding streets in the area does not support pedestrian travel between the project site and other pedestrian destinations, such as schools and transit stops.

Existing Transit Service

Transit service to the project area is provided by County Express Transit System. Transit services provided in the City of Hollister are described below and shown in Figure 4.

Local Bus Service

County Express operates several fixed-route buses in Hollister and San Benito County. However, none of those routes operate on roadways that are within walking distance of the project site. The nearest bus stop to the project site is located along Union Road, east of Airline Highway and approximately 1.5 miles northwest of the project site. Areas not served by fixed-route bus services are eligible for dial-a-ride service.

Figure 3
Existing Bicycle Facilities

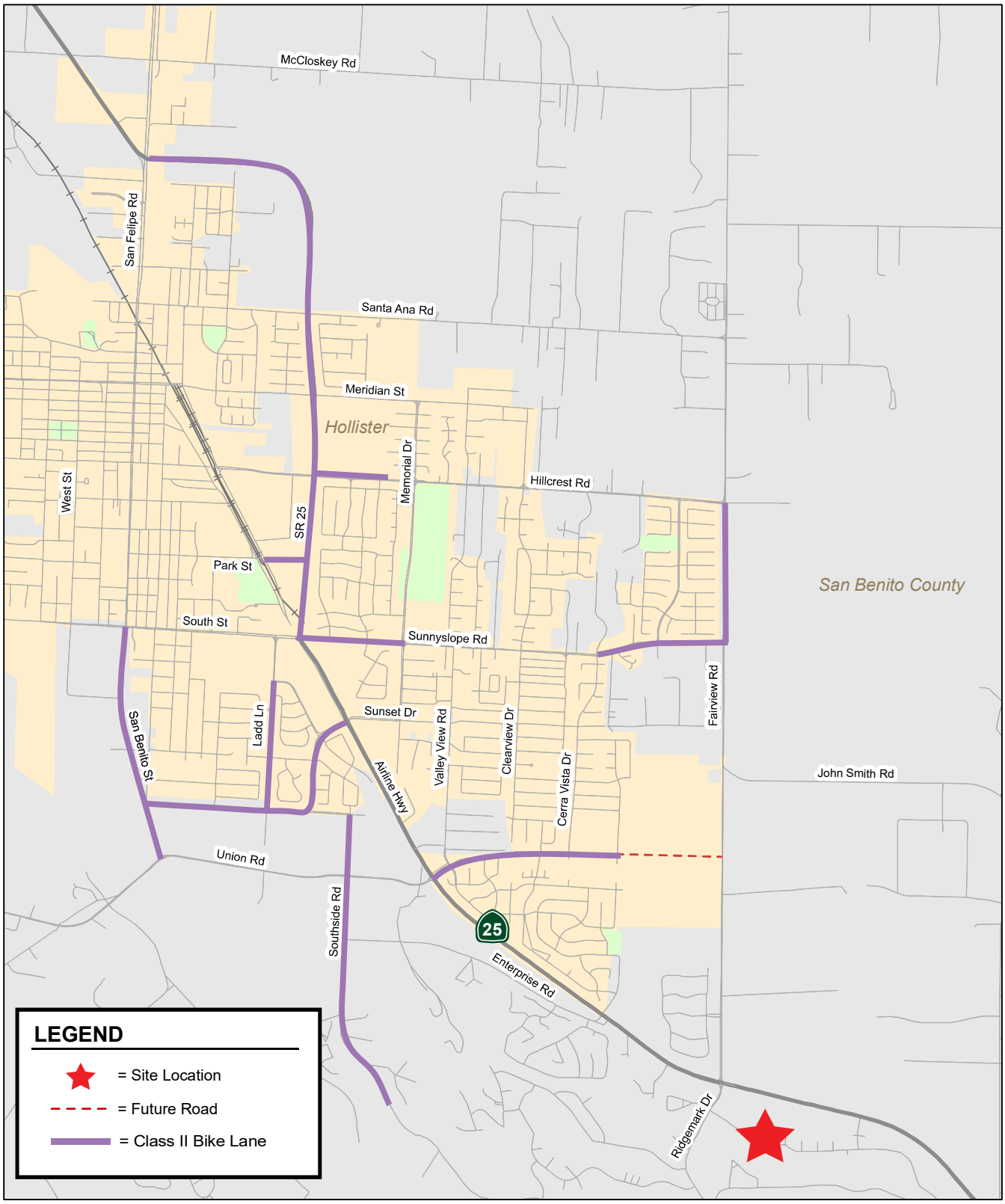


Figure 4
Existing Transit Services



Dial-A-Ride Service

Areas not served by the fixed-route bus services are eligible for the Dial-a-Ride service. County Express provides the Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 6 AM and 6 PM and weekends between 9 AM and 3 PM. County Express Transit System provides two types of Dial-a-Ride service – the general public and paratransit. General public Dial-a-Ride serves those persons whose trips begin or end in a location more than three-quarters of a mile from the fixed route. Paratransit service provides rides to persons who have been determined to be Americans with Disabilities Act (ADA) eligible through the Local Transit Authority application process. Appointments for Dial-a-Ride service can be made up to 14 days in advance or on the day of the ride. However, same-day scheduling is subject to a $1.00 convenience fee and availability.

Inter-County Service

County Express Transit System's inter-county service includes service to the Gilroy Transit Center. Shuttle service to the Gilroy Transit Center operates Monday through Friday from 4:55 AM to 8:20 PM and connects to Caltrain to provide service between Gilroy and San Francisco. Regular service to Gavilan College is also provided during the school year.

3. CEQA VMT Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce significant impacts. Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes.

VMT Policies, Evaluation Methodology, and Impact Criteria

The effects of the proposed project on VMT were evaluated using the methodology outlined in the San Benito County *Draft SB 743 Implementation Policy*. VMT is generally defined as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

VMT Screening Criteria

For mixed-use projects, the OPR guidelines and the San Benito County VMT policy specify that each land use component of the project be evaluated on an individual basis. The OPR guidelines and the San Benito County VMT policy also provide VMT screening threshold recommendations that are intended to identify when a project, or component of a project, should be expected to cause a less-than-significant impact without the need to conduct a detailed VMT evaluation. As described below, the hotel and retail components of the project are screened from VMT analysis. Therefore, VMT analysis was only performed for the residential component of the project.

Hotel Uses

For mixed-use projects, OPR allows lead agencies to evaluate only the project's dominant use. Since the proposed residential and retail components of the project would be the dominant land use (the proposed residential and retail uses would generate a significantly greater number of daily trips when compared with the proposed hotel use), the CEQA impact evaluation for the project is based only on the residential and retail components of the project.

Retail Uses

Per the San Benito County VMT screening criteria, retail projects with 50,000 square feet or less are considered local-serving and do not require a detailed CEQA transportation analysis. The addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. The proposed retail component of the project satisfies this criterion and therefore is not required to complete a detailed VMT analysis.

Residential Uses

The residential component of the project does not meet the screening criteria as outlined in the San Benito County VMT guidelines and therefore is required to complete a VMT analysis.

Countywide Model

The VMT baseline estimates and projections of VMT for the project were completed using the San Benito County travel demand model. The San Benito County travel demand forecast model was last updated in late 2020. The county's model is a mathematical representation of travel within the three counties in the Monterey Bay Region, as well as with the neighboring Santa Clara County. It is mainly composed of four components: 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment. The model uses socioeconomic inputs (i.e. households, population, number of jobs) to estimate travel within the four modeled counties. Socioeconomic inputs are aggregated into geographic areas, known as TAZs (transportation analysis zones). There are 443 TAZs within the model to represent the entire County of San Benito. The model is the best available tool to represent travel within the County and serves as the primary forecasting tool for the County.

Residential Use Impact Thresholds

Per OPR's technical advisory and the County's policy, home-based VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, the County's policy has established 15% below the county-wide home-based VMT per capita as the impact threshold for residential uses in the county. When assessing a residential project, the project-generated home-based VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita.

The County's model indicates that the countywide average home-based VMT per capita is currently 23.1. Thus, the project will result in a significant impact if it results in a project-generated VMT of 19.6 VMT per capita, 15% below the existing countywide average, or greater.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through mitigation measures, which can include implementing a TDM program.

Project Residential VMT Analysis

The results of the VMT analysis, using the County's model, indicate that the proposed project is located in TAZs 309-311, 313, 314, and 321, which have an existing home-based VMT per capita of 28.7. It is assumed that the proposed project would exhibit similar travel characteristics and have the same home-based VMT per capita as other residential uses within its TAZ. Because the project's VMT per capita would exceed the impact threshold of 19.6 VMT per capita, the proposed project would have an

impact on the transportation system based on the County's VMT impact criteria. The VMT analysis results are summarized in Table 1.

Table 1
Residential VMT Analysis Summary

	Residential Home-Based VMT per Capita				
	County-Wide Average	VMT Threshold	Project's VMT [1]	VMT Impact?	% Mitigation Needed to Eliminate Impact
Existing Conditions	23.1	19.6	28.7	**Yes**	32%

Notes:
VMT = Vehicle Miles Travelled; TAZ=Traffic Analysis Zone
All data generated by the San Benito County travel demand forecast model.
1. Project's VMT averaged VMT for the TAZs that represented the Ridgemark project area.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the residential component of the project (28.7 VMT per capita) would exceed the threshold of 19.6 VMT per capita, the residential component of the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact. Per the county's impact thresholds, the project would need to implement VMT reduction measures to achieve a 32 percent reduction (28.7 to 19.6) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels.

The County's *Draft SB 743 Implementation Policy* identifies several Travel Demand Management (TDM) strategies that can be implemented to reduce a project's VMT. However, most of the measures are applicable to only employment uses and/or are beyond the means of implementation by a single development project. The County's policy identifies the following TDM measures for residential uses:

- T-8 Subsidized Transit Program: Provide subsidized or discounted, or free transit passes for residents. Reducing the out-of-pocket cost of choosing transit improves the competitiveness of transit against driving increasing the total number of transit trips and decreasing vehicle trips.
- T-22 Community-Based Travel Planning: Target residences in the community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single-occupancy vehicles.
- T-17 Pedestrian Network Improvement: Increase sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive.
- T-18 Construct or Improve Bike Facility: Construct or improve a single bicycle lane facility that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area.

However, the implementation of the above measures and the resulting reduction in VMT presumes that there are robust existing transit services and an existing bicycle and pedestrian network. Since the supporting transit, bicycle, and pedestrian facilities do not exist, the VMT per capita would still be greater than the County's recommended impact threshold of 19.6 VMT per capita with the implementation of the identified measures.

The County's 15% below the existing VMT impact threshold (also recommended by the OPR) encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip-making and/or trip lengths. However, the project is located in a rural setting with very

limited multi-modal transportation infrastructure and low mixture of complementary land uses. The lack of major transit options results in a greater number and longer commute trips. Therefore, it is highly unlikely that residential developments like the proposed project in the County can achieve the 15% reduction in VMT. Therefore, absent of the County reducing its adopted VMT impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

4. Traffic Operations Analysis

This chapter describes the traffic operations analysis. The traffic operations analysis provides supplemental analysis for use by San Benito County in identifying adverse effects related to traffic operations due to the proposed project and to identify potential improvements to the transportation system. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for each of the study scenarios, the identification of any adverse effects on study intersections caused by the project-generated trips, and recommended improvements to alleviate the identified operational issues. In addition, the chapter includes a review of the proposed site access and on-site circulation, and a review of the project's effects on bicycle, pedestrian, and transit facilities.

Project Description

The project consists of the addition of 190 single-family homes, 24 affordable housing units, a 156-room hotel, and 45,300 s.f. of retail space to the existing Ridgemark Golf Club and Resort. Access to the proposed project would be provided via the two existing access points to the Ridgemark Country Club along Airline Highway and a future access point to Southside Road through the adjacent Promontory site development.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses and their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic generated by the proposed project was estimated by applying to the size of the project the appropriate trip generation rates, as published by the Institute of

Transportation Engineers (ITE) in *Trip Generation Manual, 11th Edition.* The trip generation estimates are based on ITE's trip generation rates for single-family detached housing (ITE land use code #210), hotel (ITE land use code #310), and shopping center (ITE land use code #821). The ITE trip rates for single-family detached housing units were applied to the affordable housing units to conservatively estimate project trips due to the lack of transit services in the project area.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A pass-by trip reduction of 40% for retail was obtained from *ITE Trip Generation Manual, 11th Edition* and applied to the retail component of the proposed project.

Based on the ITE trip generation rates, pass-by reductions, and the proposed project description, it is estimated that the project would generate 6,905 daily vehicle trips, with 324 trips (141 inbound and 183 outbound) occurring during the AM peak hour and 458 trips (253 inbound and 205 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 2.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. The project trip distribution pattern is shown graphically in Figure 5. Figure 6 shows the assignment of project traffic on the existing transportation network. Figure 7 shows the assignment of project traffic under background and cumulative conditions with the Union Road extension to Fairview Road.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

The traffic operations analysis includes an analysis of peak-hour traffic conditions for 14 signalized intersections, one future signalized intersection, four unsignalized intersections, and three highway segments. The study facilities are listed below.

Study Intersections

1. South Ridgemark Drive/Best Road and Airline Highway CT – unsignalized
2. Fairview Road/Ridgemark Drive and Airline Highway CT – unsignalized
3. Enterprise Road and Airline Highway CT – unsignalized
4. Airline Highway and Union Road CT – Signalized
5. Airline Highway and Sunset Drive CT – Signalized
6. SR 25/Airline Highway and Sunnyslope Road/Tres Pinos Road CT – Signalized
7. SR 25/East Park Street CT – Signalized
8. SR 25 and Hillcrest Road CT – Signalized

Table 2
Project Trip Generation Estimates

			Daily		AM Peak Hour						PM Peak Hour					
						Split		Trip				Split		Trip		
Land Use	Size		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses																
#210 - Single-Family Detached Housing	214	Dwelling Units	9.495	2,032	0.696	26%	74%	39	110	149	0.949	63%	37%	128	75	203
#310 - Hotel	156	Occupied Rooms	12.230	1,908	0.620	56%	44%	54	43	97	0.730	49%	51%	56	58	114
#821 - Shopping Plaza (40-150k)	45,300	Square Feet	67.520	3,059	1.730	62%	38%	48	30	78	5.190	49%	51%	115	120	235
40% PM Passby Reduction				*-94*				*0*	*0*	*0*				*-46*	*-48*	*-94*
Net Project Trips				**6,905**				**141**	**183**	**324**				**253**	**205**	**458**

Source: ITE Trip Generation Manual, 11th Edition 2021.

Figure 5
Project Trip Distribution

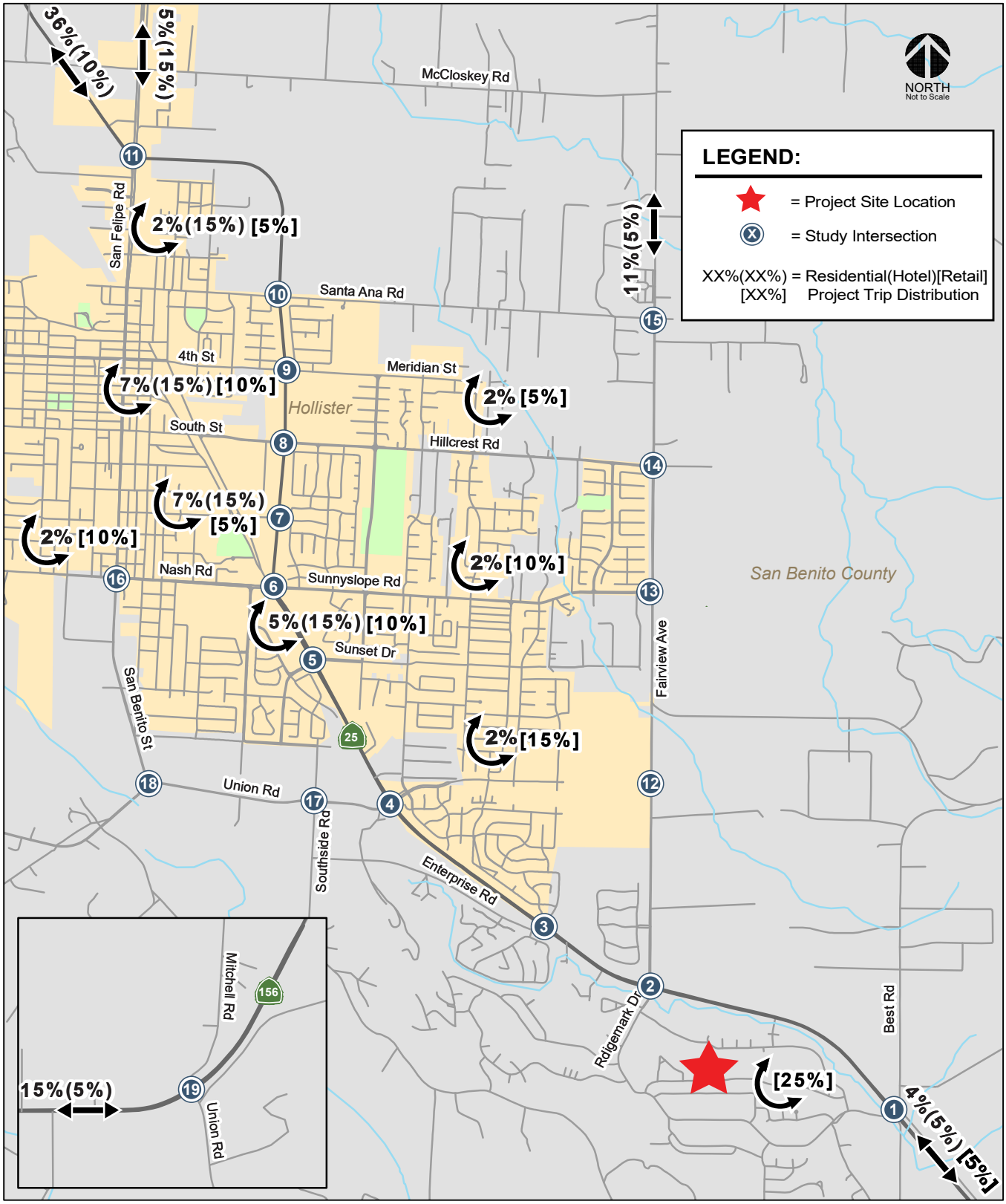


Figure 6
Project Trip Assignment (Existing Conditions)

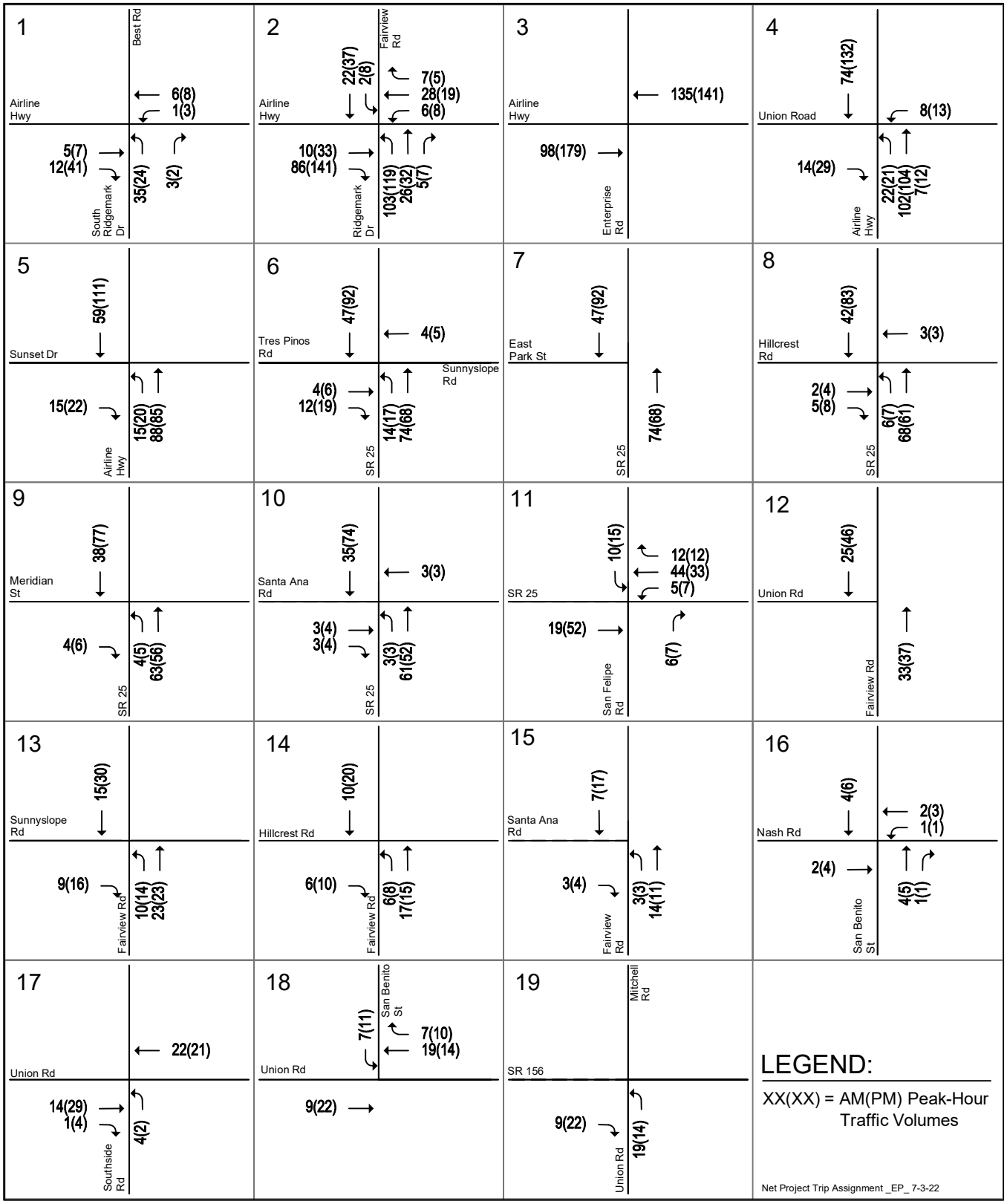
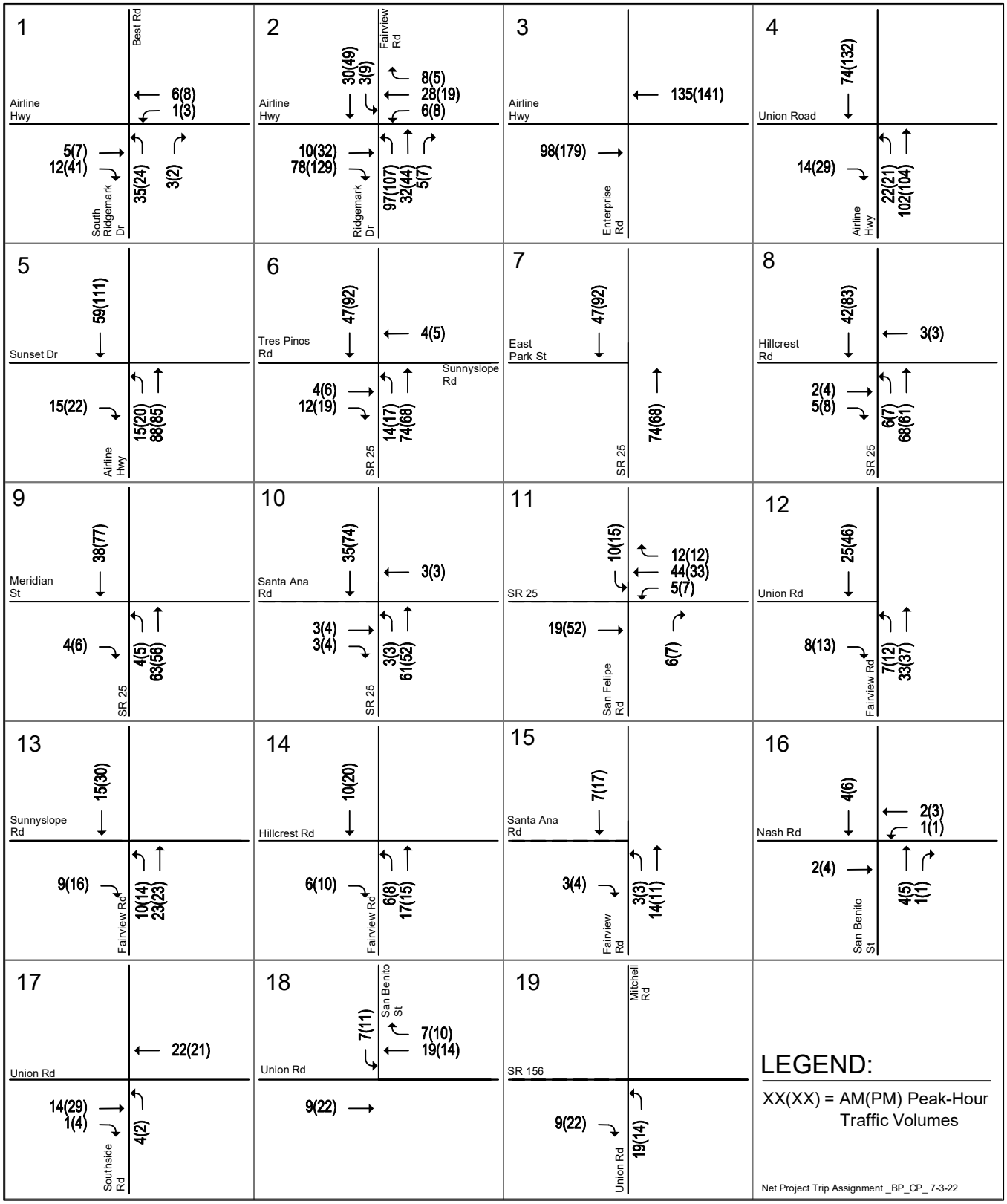


Figure 7
Project Trip Assignment (Background and Cumulative Conditions)



9. SR 25 and Meridian Street [CT - Signalized]
10. SR 25 and Santa Ana Road [CT – Signalized]
11. San Felipe Road and SR 25 [CT – Signalized]
12. Fairview Road and Union Road [SBC – Future Signalized]
13. Fairview Road and Sunnyslope Road [SBC – Signalized]
14. Fairview Road and Hillcrest Road [SBC – unsignalized]
15. Fairview Road and Santa Ana Road [SBC – Signalized]
16. San Benito Street and Nash Road [CH - Signalized]
17. Southside Road and Union Road [SBC – Signalized]
18. San Benito Street and Union Road [SBC – Signalized]
19. Union Road/Mitchell Road and SR 156 [CT – Signalized]

Intersections denoted with the superscript "CT" are under the jurisdiction of Caltrans.
Intersections denoted with the superscript "SBC" are under the jurisdiction of San Benito County.
Intersections denoted with the superscript "CH" are under the jurisdiction of the City of Hollister.

Study Highway Segments

1. State Route 25, between San Felipe Road and SR 156
2. State Route 25, between SR 156 and US 101
3. State Route 156, between The Alameda and Union Road

Traffic conditions at the study intersections and highway segments were analyzed for the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Study Scenarios

Intersection operations were evaluated for the following scenarios:

- **Existing Conditions:** Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing weekday AM and PM peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with new turn-movement traffic counts conducted in May 2019.

- **Existing Plus Project Conditions:** Existing plus project conditions represent existing peak-hour traffic volumes on the existing roadway network with the addition of traffic generated by the proposed project assuming the project was completed and occupied today. Existing plus project conditions were evaluated relative to existing conditions to determine potential adverse effects as a result of the project traffic on the existing transportation network.

- **Background Conditions:** Background conditions represent near-term future traffic volumes on the near-term future transportation network. Background traffic volumes were estimated by adding trips from approved but not yet constructed development projects to existing peak-hour traffic volumes. Approved project information was provided by the City of Hollister and San Benito County Planning Departments. Background conditions represent the baseline conditions to which project conditions are compared to determine adverse effects as a result of the project traffic.

- **Background Plus Project Conditions:** Background plus project conditions (also referred to as *Project Conditions*) represent background traffic volumes, with the project, on the near-term future roadway network. Background plus project conditions were estimated by adding to

background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated relative to background conditions to determine potential adverse effects as a result of the project traffic.

- **Cumulative Conditions**: Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects, in addition to trips from approved project trips and the proposed project. Pending project information was provided by the City of Hollister and San Benito County Planning Departments. Cumulative conditions were evaluated for two scenarios: (1) without the proposed project and (2) with project-generated traffic. The change between these two scenarios illustrates any adverse effects the proposed project could have on cumulative conditions.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, the City of Hollister, San Benito County, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations and traffic control
- signal timing and phasing (for signalized intersections)
- approved and pending developments (size, use, and location)

Lane Configurations

The existing lane configurations and traffic controls at the study intersections (shown in Figure 8) were determined by observations in the field and a review of aerial images.

The transportation network under background and cumulative conditions are assumed to be the same as the existing transportation network with the exception of the following improvements that are assumed to be completed as part of other approved development projects:

Union Road Extension. Union Road will be extended from its current termination point, east of Airline Highway, eastward to Fairview Road. The future intersection of Fairview Road and Union Road will be signalized.

Hillcrest Road Extension. Hillcrest Road will be extended eastward from its current termination point at Fairview Road. The westbound leg (east leg) is assumed to consist of a shared through-left lane and a right-turn lane. Similarly, the eastbound leg (west leg) is assumed to consist of a shared through-left lane and a right-turn lane.

Traffic Volumes

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Traffic Volumes

Existing weekday AM and PM peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with new turn-movement traffic counts conducted in May 2019. New traffic counts are not currently being collected due to the current COVID-19 pandemic and its effects on normal traffic conditions. Therefore, existing traffic volumes were represented by pre-pandemic traffic counts collected in November 2018 and May 2019. The existing peak-hour intersection volumes are shown in Figure 9. The traffic counts are included in Appendix A.

Figure 8
Existing Lane Configurations

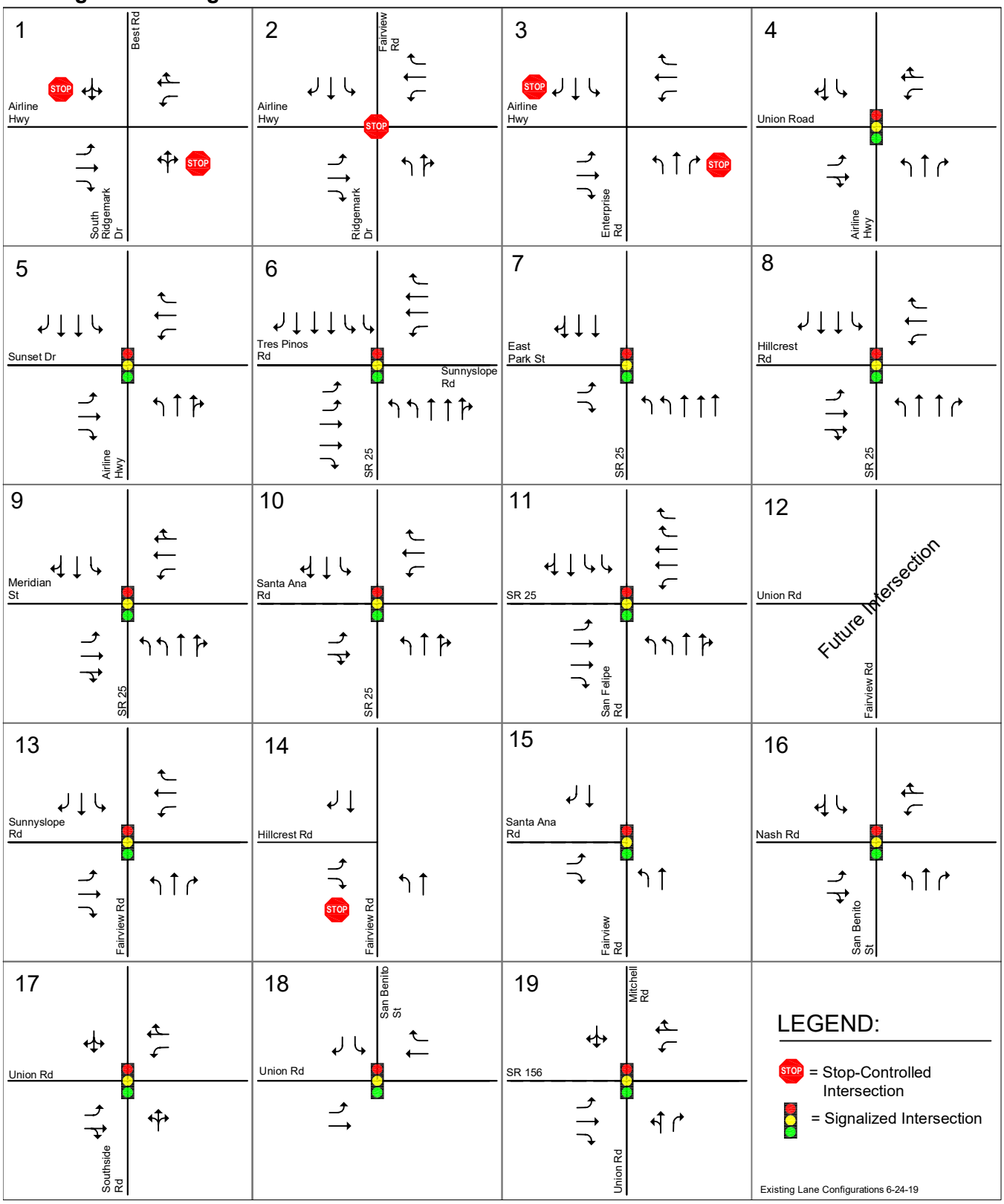
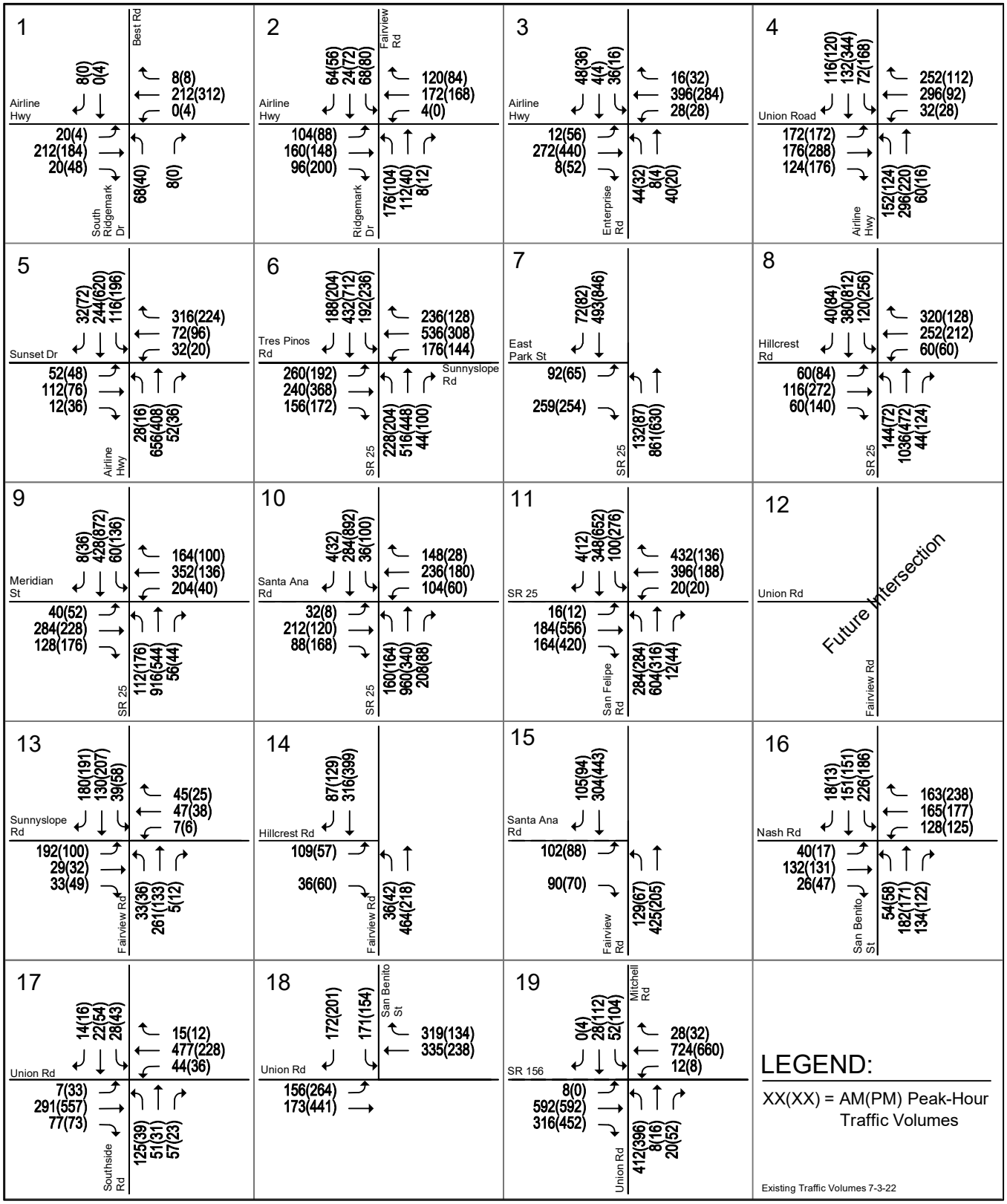


Figure 9
Existing Traffic Volumes



Caltrans requires its intersections to be analyzed using peak 15-minute flow rates. Therefore, the peak one-hour traffic volumes used in this analysis for the Caltrans intersections are calculated by multiplying the peak 15-minute volumes within each peak hour by four.

Existing plus Project Traffic Volumes

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes. The traffic volumes under existing plus project conditions are shown in Figure 10.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. Lists of approved projects were received from the City of Hollister Planning Department and the San Benito County Planning Department in June 2019. Table 3 lists the approved but not-yet-completed developments that would add traffic to the roadway network under background conditions. The traffic generated by projects that are either very small or remotely located from the study intersections was assumed to be insignificant for this traffic analysis.

The traffic added to the study intersections from approved but not yet constructed developments was estimated by distributing and assigning trips generated by these developments to the roadway network. Background traffic volumes are shown in Figure 11.

Background plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes. The traffic volumes under background plus project conditions are shown in Figure 12.

Cumulative Traffic Volumes

Cumulative peak-hour traffic volumes were calculated by adding to background volumes the estimated traffic from the proposed but not yet approved (pending) development projects. Lists of pending projects were received from the City of Hollister Planning Department and the San Benito County Planning Department in June 2019. Table 4 lists the proposed but not yet approved (pending) development projects that would add traffic to the roadway network under cumulative conditions. The traffic generated by projects that are either very small or remotely located from the study intersections was assumed to be insignificant for this traffic analysis. Cumulative traffic volumes are shown in Figure 13.

Cumulative plus Project Traffic Volume

Project trips were added to cumulative traffic volumes to obtain background plus project traffic volumes. The traffic volumes under cumulative plus project conditions are shown in Figure 14.

Intersection Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various levels of service are based on the average amount of delay incurred by drivers traveling through the intersection. The intersection analysis methods and level of service standards are described below.

Level of Service Standards

The level of service standard for San Benito County is LOS D and the City of Hollister is LOS C. In the Guide for the Preparation of Traffic Impact Study (2002), Caltrans identifies a level of service threshold of C/D as the acceptable service level on state highway facilities. However, Caltrans acknowledges that

Figure 10
Existing Plus Project Traffic Volumes

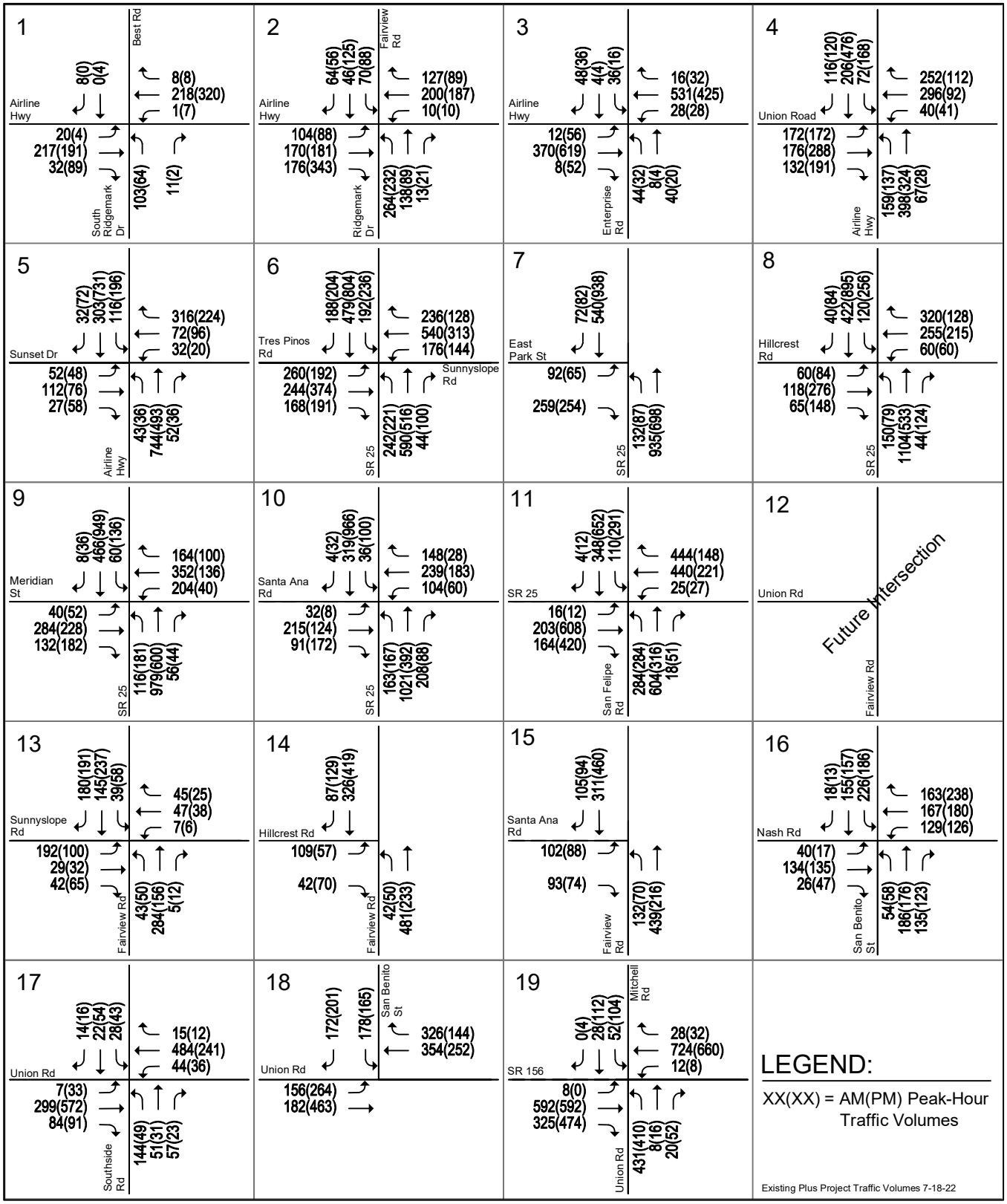


Table 3
Approved Project List

Applicant/Owner/Project Name	Address/Location	Project Description
Award Homes	w/o Fairview, s/o St. Benedict's Church, e/o Calistoga Dr	507 single-family dwelling units, 60 duet dwelling units, and 100 multi-family dwelling units
Silver Oaks	w/o Valley View, s/o Hazel Hawkins Hospital, e/o Airline Hwy, n/o Valle Way	170 senior detached housing units
Bella Sera	w/o Ladd Ln, across from Hillock Dr	63 multi-family dwelling units
Cerrato	Between Meridian St and Hillcrest Rd, w/o Memorial Dr	241 single-family dwelling units
Farmstead	South St & Westside Blvd	13 single-family dwelling units
Allendale	North St & Buena Vista Rd	60 multi-family dwelling units and 279 single-family dwelling units
Los Pinars	e/o Cushman St, s/o Nash Rd	44 multi-family dwelling units, 15 attached and 26 detached single-family dwelling units
Robert's Ranch	Fairview Rd & Mimosa Rd	192 single-family dwelling units and 49 multi-family dwelling units
Solorio Park II	1040 South St	25 single-family dwelling units
Mirabella II	N/o Buena Vista and W/o Miller Rd	157 single-family dwelling units and 26 multi-family dwelling units
400 Block	365 4th St, 430, 434, & 438 San Benito St	22 multi-family dwelling units
Rong Chang USA/ John Wynn	Northeast of Hollister Municipal Airport; W/o San Felipe Rd	151,200 square feet of shell building
Hawkins Companies/Christian Samples, AICP	W/o SR 25 and S/o Park St	165,533 square feet of shopping center
Gleanomic, LLC	1802 Shelton Dr	Subdivision an ~79,400 square feet building into 3 separate commercial/industrial condominiums
American Casting	71 Fallon Rd	Construction of new 21,200 square feet two-story industrial building to replace existing 2,160 square feet manufactured building
DelCurto Brothers Construction	365 Fourth Street	30,738-square-foot commercial mixed-use building
Community Foundation	460, 434, 438 San Benito Street	10,858-square-foot community building
Geary Coats	773 San Felipe Road	2,400-square-foot cannabis dispensary
Scenic Southside	Southside Road	184 single-family dwelling units
Faye Hollister Lane	3061 Southside Road	84 single-family dwelling units
Santana Ranch	E/o Fairview Rd from Hillcrest to Sunnyslope	1,092 single-family dwelling units, 800-student elementary school, and 65,000 s.f. of commercial space
Fairview Corners Residential	N/E Corner of Fairview Rd and Airline Hwy	220 single-family dwelling units
San Juan Oaks	SW corner of Union Street/San Juan Oaks Drive	1,100 residential units, 200-room hotel, 65,000-sf commercial, assisted living/skilled nursing center
Solorio Park I	1001 4thStreet	76 single-family dwelling units
Brigantino [Sunnyside Estates]	Southside Road, South of Union Road	200 single-family dwelling units

Source: City of Hollister and San Benito County Planning Department (July 2019)

Figure 11
Background Traffic Volumes

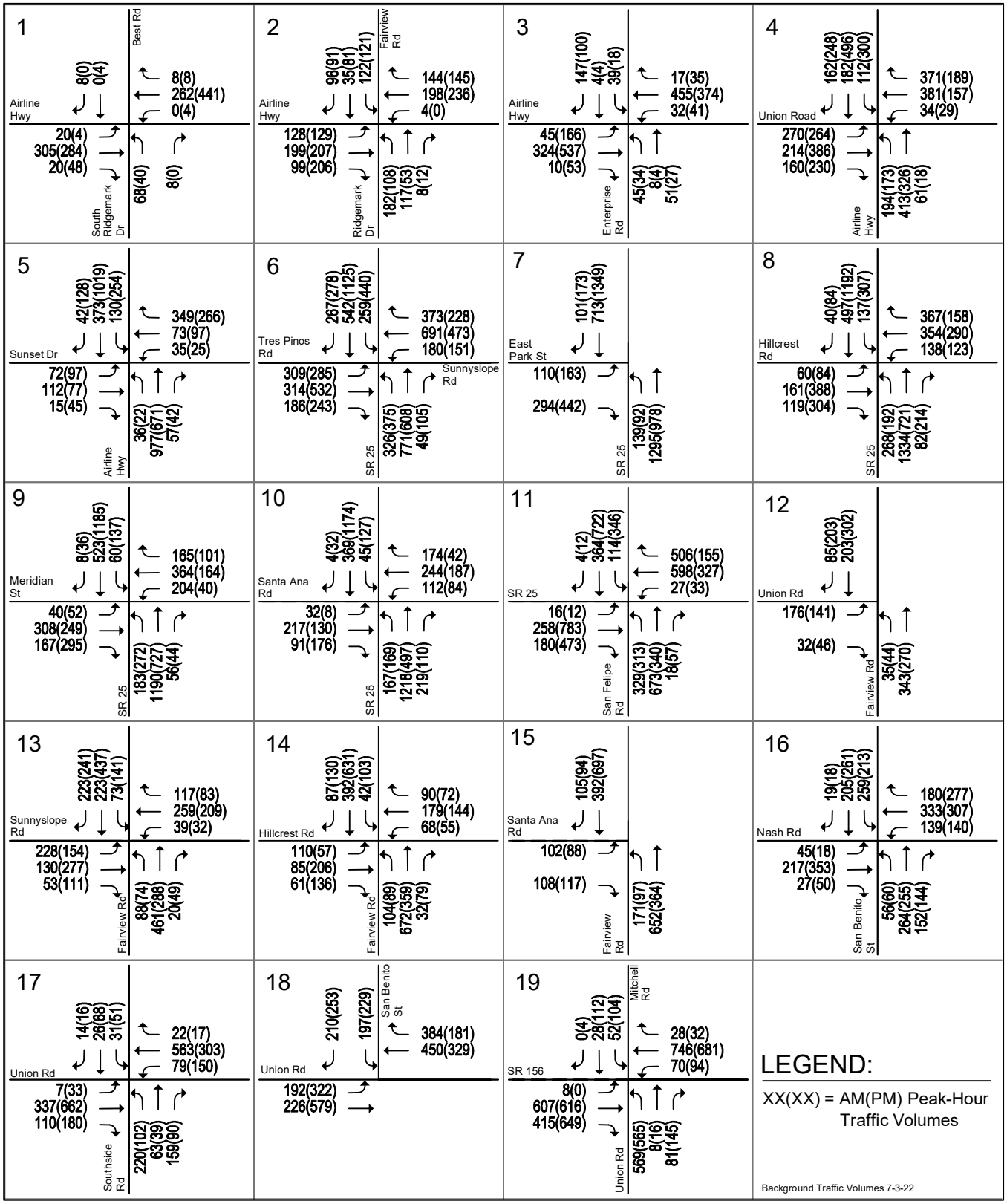


Figure 12
Background Plus Project Traffic Volumes

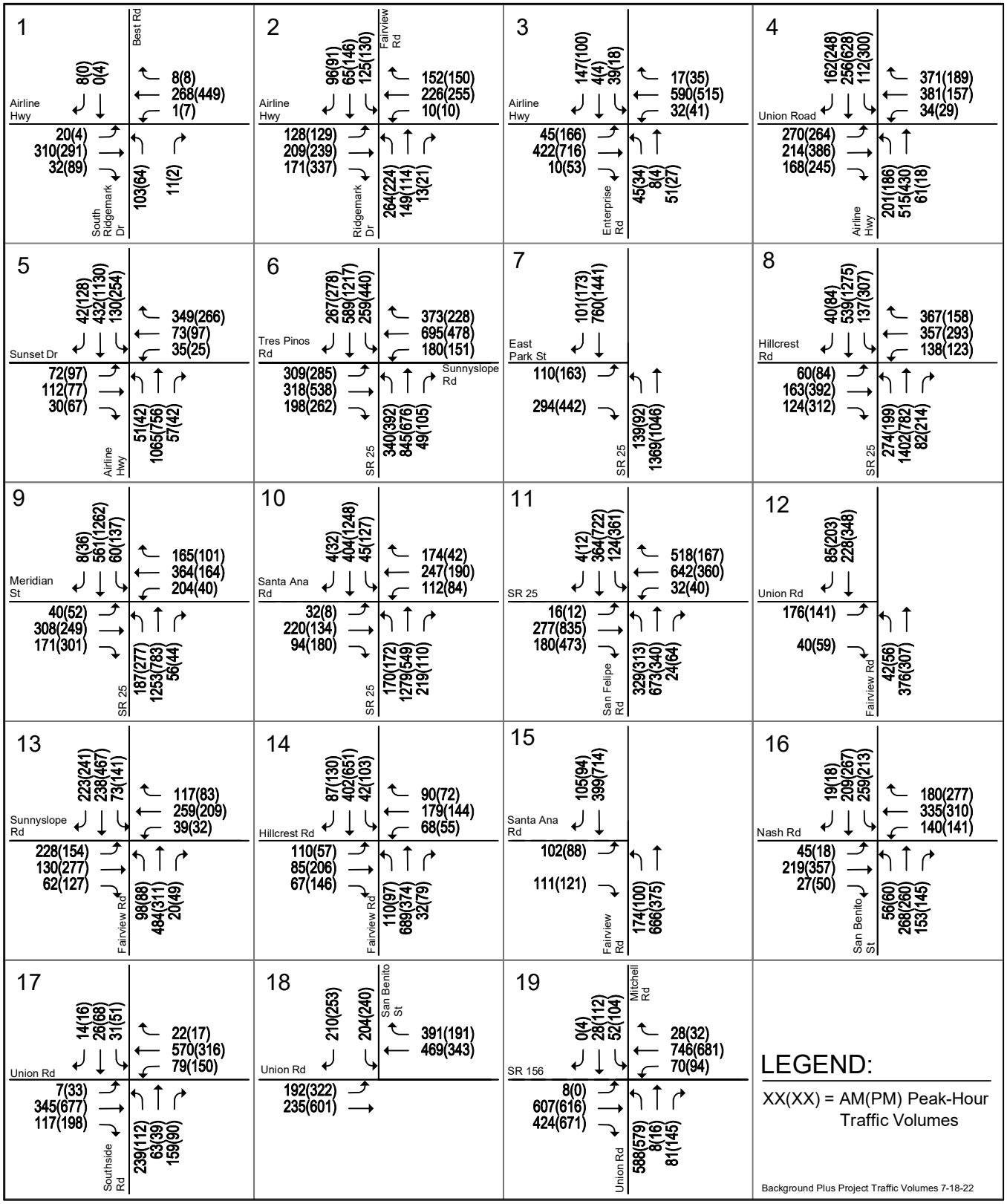


Table 4
Pending Project List

Applicant/Owner/Project Name	Address/Location	Project Description
Gonzalez north of Buena Vista	N/o Buena Vista Rd; E/o Carmoble Dr	Pre-zone 11.11 acres medium density (133 max units)
Rosati	S/o Santa Ana Rd, N/o Meridian St; W/o El Toro Dr	Pre-zone 23.45 acres medium density (192 single-family dwelling units and 48 multi-family dwelling units)
Sywak/Powell St	Powell St & A St	64 multi-family dwelling units
Kutz south of Hillcrest	Hillcrest Rd & El Cerro Dr	90 single-family dwelling units
Pacific West Communities	NE corner of Miller Rd/San Juan Rd	57 multi-family dwelling units
Pivetti	Valley View Rd between Sunnyslope Rd and Sunset Dr	24 single-family dwelling units
Campisi, Elizabeth	NW Corner of Southside & Enterprise	23 single-family dwelling units
Javid Asst. Living	3586 Airline Highway	180-room assisted care facility
Clearist Park	San Felipe Rd	Subdivision of three parcels consisting of ~207 total acres into 60 lots ranging in size form 1.68 to 11.30 acres for future industrial use
Williams - Spring Meadows Est	1735 Santa Ana Road	20 single-family dwelling units
Lima Property Specific Plan	Airline Highway, south of Fairview Road	1,185 dwelling units of residential uses, 42,000 square feet of commercial/retail space and up to 95 units of residential units in the mixed-use Village Commercial parcel, and a middle school for 928 students.
Woodle	N/o Buena Vista Rd; W/o Miller Rd	Pre-zone 9.09 acres medium density (109 max units)
Chappell Road	S/o and E/o of North Chappell Rd; W/o SR 25; N/o Santa Ana Rd	Pre-zone 118 acres Low Density (926 residential units and 303,700 s.f. of commercial space)
San Benito County Behavioral Health Center	San Felipe Rd, North of Wright Rd	17,212 s.f. clinic
The Bluffs at Ridgemark	Airline Highway and Fairview Road	93 single-family dwelling units

Source: City of Hollister and San Benito County Planning Department (July 2019)

Figure 13
Cumulative Traffic Volumes

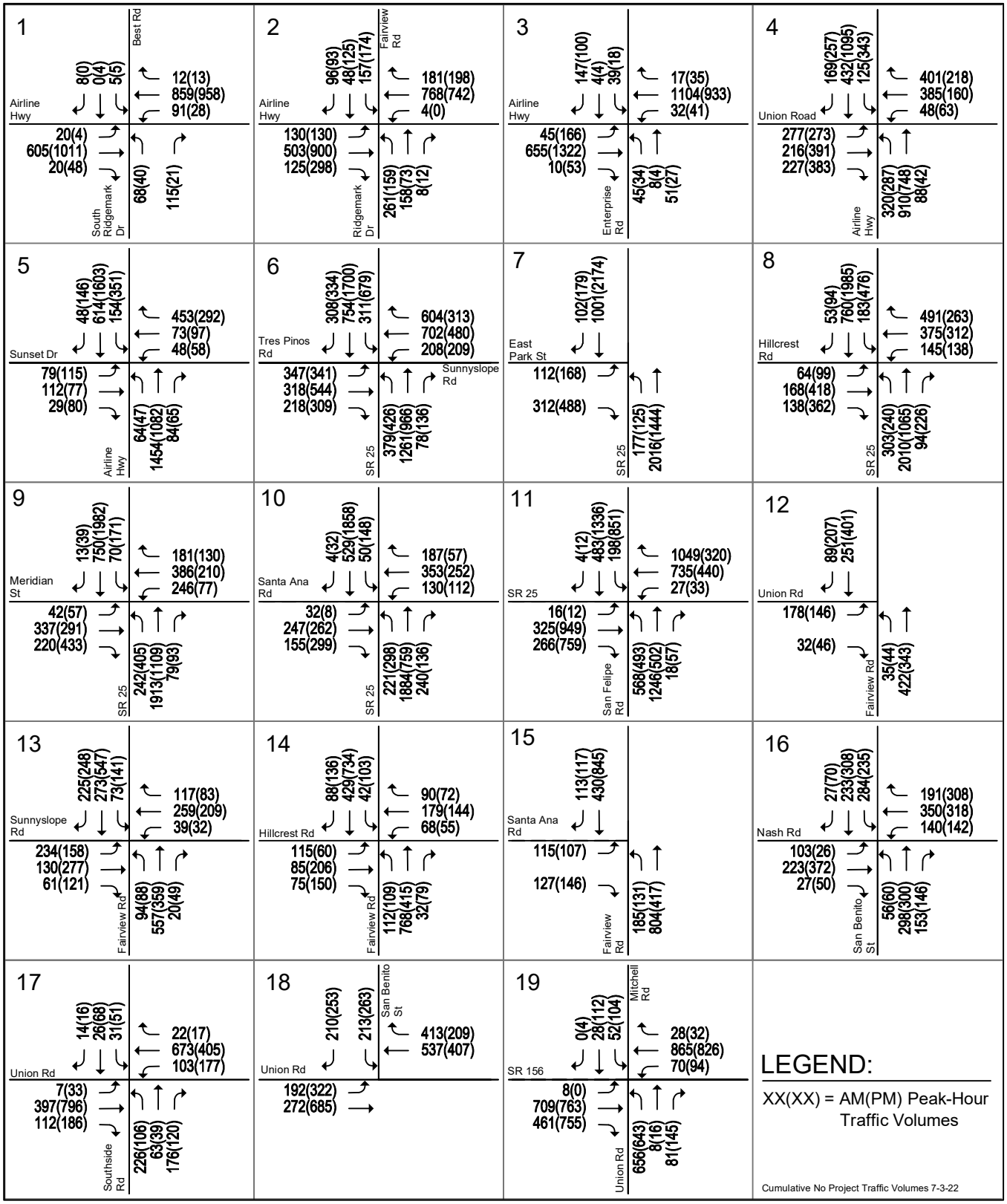
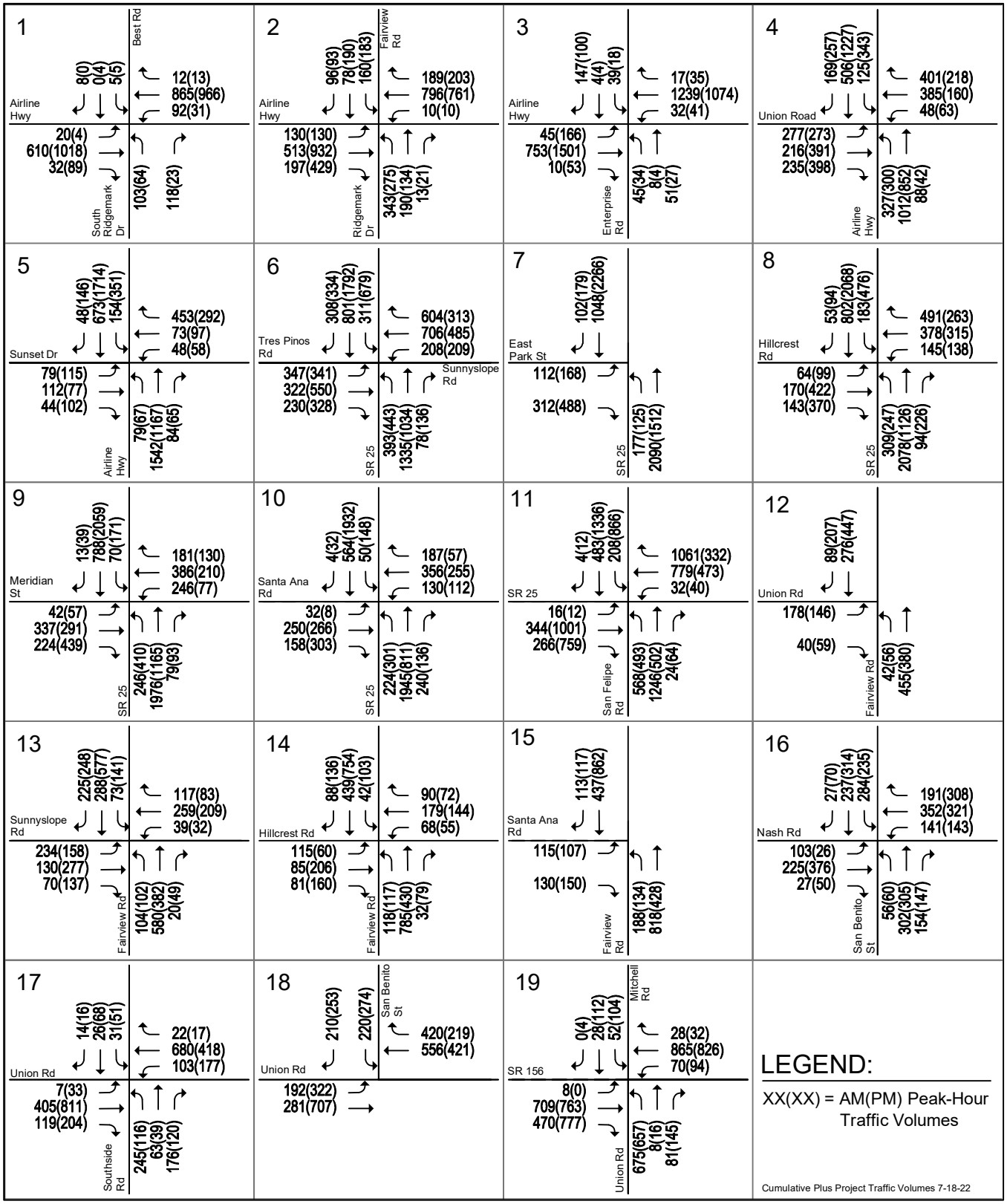


Figure 14
Cumulative Plus Project Traffic Volumes



this may not always be feasible and recommends that the lead local agency consults with Caltrans to determine the appropriate target LOS. According to the San Benito County General Plan, Caltrans shall endeavor to maintain a target goal of LOS D at all Caltrans facilities within San Benito County.

Analysis Methodologies

All study intersections were evaluated with the use of the Synchro software and applying the *Highway Capacity Manual 6th Edition* (HCM6) methodology.

Signalized Intersections

The HCM6 methodology evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service for signalized intersections is shown in Table 5.

Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual, 6th Edition*

Unsignalized Intersections

For the analysis of stop-controlled intersections, the HCM6 methodology evaluates intersection operations based on the average control delay time for all vehicles on the stop-controlled approaches.

To report the level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and the corresponding level of service are the averages for all approaches at the intersection. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 6.

Table 6
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual, 6th Edition*

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made based on signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed based on the peak-hour traffic signal warrant, Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways* (CAMUTCD), Part 4, Highway Traffic Signals, 2014. This method indicates whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify the installation of a traffic signal. Other traffic signal warrants are available, however, they cannot be checked under future conditions (background, project, and cumulative) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes). The minimum threshold for the peak-hour traffic signal warrant to be used is 100 vehicles on the highest volume minor street approach.

The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered, and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

Highway Segment LOS

The highway segments were evaluated based on the *Highway Capacity Manual* (HCM) 7th Edition methodology and using the Highway Capacity Software (HCS7). The LOS for two-lane and two-way highway segments is determined based on the following measure of effectiveness:

Follower Density (FD). For two-lane highways, FD is the number of followers in a directional traffic stream over a unit length. The FD measurement considers the effect of both traffic volume and speed on the performance of a highway segment.

The highway study segments are Caltrans facilities and therefore, are subject to Caltrans level of service standards and adverse effect thresholds. The level of service standard for Caltrans' facilities is LOS D or better. The correlation between these measures of effectiveness and highway LOS is shown in Table 7.

Table 7
Highway Level of Service Definitions

Level of Service	Description	Follower Density (followers/mi/ln) Posted Speed Limit =>50 mph	Follower Density (followers/mi/ln) Posted Speed Limit <50 mph
A	Motorists experience operating speeds near the posted speed limit and little difficulty in passing. Platooning is minimal and follower density is very low.	<=2.0	<=2.5
B	Passing demand and passing capacity are balanced. The degree of platooning becomes noticeable. Some speed reductions are present.	>2.0 - 4.0	>2.5 - 5.0
C	Most vehicles are traveling in platoons. Speeds are noticeably curtailed.	>4.0 - 8.0	>5.0 - 10.0
D	Platooning increases significantly. Passing demand is high, but passing capacity approaches zero.	>8.0 - 12.0	>10.0 - 15.0
E	Speeds may still be reasonable, but platooning is significant and follower density is high.	> 12.0	> 15.0
F	Whenever demand flow in one or both directions exceeds the capacity of the segment. When demand exceeds capacity, it is expected that there will be a reduction in the capacity at the bottleneck.	Demand exceeds capacity	

Source: Transportation Research Board, *2022 Highway Capacity Manual 7th Edition.*

Adverse Effect Criteria

With the adoption of SB 743, level of service is no longer used as a metric to determine significant environmental impacts per CEQA requirements. However, local agencies may still choose to require and utilize level of service as a tool to evaluate the need to improve the roadway network to serve development growth. The following criteria are used to identify adverse effects at study intersections as a result of a project.

Signalized Intersection Adverse Effect Criteria

For signalized intersections within the jurisdiction of the County and Caltrans, the project is said to create an adverse effect on traffic conditions if for any peak hour:

- The LOS at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; **or**
- The intersection is already operating at an unacceptable LOS E or F under baseline conditions and the addition of project traffic causes the average intersection delay at the intersection to increase by more than four seconds for County intersections and one second for Caltrans intersections.

The City of Hollister identifies a level of service standard of LOS C for their facilities. However, specific criteria for determining adverse effects at intersections within the City of Hollister are not adopted. For

this traffic analysis, the project is said to create an adverse effect on traffic conditions at an intersection within the City of Hollister if for either peak hour:

- The level of service at an intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions, or
- The level of service at an intersection is an unacceptable LOS D or worse under baseline conditions and the addition of project trips causes the average intersection delay to increase by five (5) or more seconds.

Unsignalized Intersection Adverse Effect Criteria

For unsignalized intersections within the jurisdiction of the County and Caltrans, the project is said to create an adverse effect on traffic conditions at the intersection if for any peak hour:

- *All-way stop:* The average overall LOS at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; **or**
- *All-way stop*: The average overall intersection LOS is already at an unacceptable LOS E or F under baseline conditions and the addition of project traffic causes the average overall delay to increase by more than four seconds for County intersections and one second for Caltrans intersections; **or**
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions, **and** the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans; **or**
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS E or F under baseline conditions, **and** the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, **and** the addition of project traffic causes the delay on the worst stop-controlled approach to increase by more than four seconds for County intersections and one second for Caltrans intersections beyond what it was without the project.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 8. The intersection level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are included in Appendix D.

Existing Plus Project Intersection Operation Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the Caltrans study intersection of Union Road and Airline Highway is currently operating at an acceptable LOS D and projected to degrade to an unacceptable LOS E with the addition of project traffic during both peak hours.

Based on the applicable adverse effect criteria, the Union Road and Airline Highway intersection would be adversely affected by the project under existing plus project conditions. All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable level of service standards with the addition of project-generated trips.

Table 8
Intersection Level of Service Results

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Int. Control	Existing			Existing Plus Project			
							Warrant Met?[3]	Delay[1]	LOS	Warrant Met?[3]	Delay[1]	LOS	Change in Delay[2]
1	South Ridgemark Drive/Best Road and Airline Highway	Caltrans	D	AM	05/22/19	TWSC	No	13.2	B	No	14.3	B	1.1
				PM	05/22/19		No	13.7	B	No	14.5	B	0.8
2	Fairview Road/Ridgemark Drive and Airline Highway	Caltrans	D	AM	05/22/19	AWSC	**Yes**	12.6	B	**Yes**	16.2	C	3.6
				PM	05/22/19		**Yes**	11.6	B	**Yes**	19.0	C	7.4
3	Enterprise Road and Airline Highway	Caltrans	D	AM	05/22/19	TWSC	No	15.6	C	**Yes**	20.9	C	5.3
				PM	05/22/19		No	19.2	C	No	30.5	D	11.3
4	Airline Highway and Union Road	Caltrans	D	AM	05/22/19	Signal	--	49.4	D	--	**60.9**	**E**	**11.5**
				PM	05/22/19		--	41.9	D	--	**60.2**	**E**	**18.3**
5	Airline Highway and Sunset Drive	Caltrans	D	AM	05/22/19	Signal	--	11.1	B	--	11.1	B	0.0
				PM	05/22/19		--	9.8	A	--	10.1	B	0.3
6	SR 25 and Sunnyslope Road/Tres Pinos Road	Caltrans	D	AM	05/22/19	Signal	--	19.0	B	--	19.6	B	0.6
				PM	05/22/19		--	17.6	B	--	18.4	B	0.8
7	SR 25 and East Park Street	County	D	AM	05/22/19	Signal	--	5.5	A	--	5.5	A	0.0
				PM	05/22/19		--	5.2	A	--	5.1	A	-0.1
8	SR 25 and Hillcrest Road	Caltrans	D	AM	05/22/19	Signal	--	19.6	B	--	20.3	C	0.7
				PM	05/22/19		--	17.9	B	--	18.6	B	0.7
9	SR 25 and Meridian Street	Caltrans	D	AM	05/22/19	Signal	--	16.7	B	--	17.6	B	0.9
				PM	05/22/19		--	13.2	B	--	13.6	B	0.4
10	SR 25 and Santa Ana Road	Caltrans	D	AM	05/22/19	Signal	--	16.7	B	--	17.4	B	0.7
				PM	05/22/19		--	16.1	B	--	16.9	B	0.8
11	San Felipe Road and SR 25	Caltrans	D	AM	11/06/18	Signal	--	15.5	B	--	15.9	B	0.4
				PM	11/06/18		--	19.3	B	--	19.9	B	0.6
12	Fairview Road and Union Road	County	D	AM	--	Future Signal	--	--	--	--	--	--	--
				PM	--		--	--	--	--	--	--	--
13	Fairview Road and Sunnyslope Road	County	D	AM	05/22/19	Signal	--	18.5	B	--	18.1	B	-0.4
				PM	05/22/19		--	17.2	B	--	16.6	B	-0.6
14	Fairview Road and Hillcrest Road	County	D	AM	05/22/19	OWSC	**Yes**	19.1	C	**Yes**	19.9	C	0.8
				PM	05/22/19		No	13.4	B	**Yes**	13.8	B	0.4
15	Fairview Road and Santa Ana Road	County	D	AM	05/22/19	Signal	--	8.0	A	--	7.9	A	-0.1
				PM	05/22/19		--	9.2	A	--	9.0	A	-0.2
16	San Benito Street and Nash Road	City	C	AM	05/22/19	Signal	--	23.8	C	--	23.9	C	0.1
				PM	05/22/19		--	19.4	B	--	19.5	B	0.1
17	Southside Road and Union Road	County	D	AM	05/22/19	Signal	--	17.8	B	--	18.4	B	0.6
				PM	05/22/19		--	17.4	B	--	18.3	B	0.9
18	San Benito Street and Union Road	County	D	AM	05/22/19	Signal	--	10.3	B	--	10.4	B	0.1
				PM	05/22/19		--	8.9	A	--	9.1	A	0.2
19	Union Road/Mitchell Road and SR 156	Caltrans	D	AM	05/22/19	Signal	--	31.6	C	--	34.0	C	2.4
				PM	05/22/19		--	33.5	C	--	35.1	D	1.6

Notes:

[1]The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

[2] Change in delay measured relative to existing conditions.

[3] Signal warrant analysis is not applicable to signalized intersections.

Bold indicates unacceptable LOS/signal warrant met.

Bold and boxed indicate adverse effect.

Table 8 (Continued)
Intersection Level of Service Results

#	Intersection	Jurisdiction	LOS Standard	Peak Hour	Int. Control	Background			Background Plus Project				Cumulative No Project			Cumulative Plus Project			
						Warrant Met?[4]	Delay[1]	LOS	Warrant Met?[4]	Delay[1]	LOS	Change in Delay[2]	Warrant Met?[4]	Delay[1]	LOS	Warrant Met?[4]	Delay[1]	LOS	Change in Delay[3]
1	South Ridgemark Drive/Best Road and Airline Highway	Caltrans	D	AM	TWSC	No	15.6	C	No	17.4	C	1.8	**Yes**	**229.0**	**F**	**Yes**	**>250**	**F**	**>1.0**
				PM		No	17.7	C	No	19.3	C	1.6	No	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
2	Fairview Road/Ridgemark Drive and Airline Highway	Caltrans	D	AM	AWSC	**Yes**	15.0	B	**Yes**	20.3	C	5.3	**Yes**	**240.9**	**F**	**Yes**	**>250**	**F**	**>1.0**
				PM		**Yes**	15.0	B	**Yes**	28.1	D	13.1	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
3	Enterprise Road and Airline Highway	Caltrans	D	AM	TWSC	**Yes**	23.5	C	**Yes**	**38.2**	**E**	**14.7**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
				PM		**Yes**	**46.1**	**E**	**Yes**	**111.9**	**F**	**65.8**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>1.0**
4	Airline Highway and Union Road	Caltrans	D	AM	Signal	--	**125.4**	**F**	--	**148.5**	**F**	**23.1**	--	**>250**	**F**	--	**>250**	**F**	**>1.0**
				PM		--	**142.5**	**F**	--	**171.2**	**F**	**28.7**	--	**>250**	**F**	--	**>250**	**F**	**>1.0**
5	Airline Highway and Sunset Drive	Caltrans	D	AM	Signal	--	11.8	B	--	12.0	B	0.2	--	20.4	C	--	22.3	C	1.9
				PM		--	11.4	B	--	11.9	B	0.5	--	16.3	B	--	18.0	B	1.7
6	SR 25 and Sunnyslope Road/Tres Pinos Road	Caltrans	D	AM	Signal	--	24.6	C	--	25.4	C	0.8	--	39.6	D	--	40.9	D	1.3
				PM		--	26.0	C	--	27.3	C	1.3	--	40.3	D	--	42.1	D	1.8
7	SR 25 and East Park Street	County	D	AM	Signal	--	5.8	A	--	5.8	A	0.0	--	6.5	A	--	6.5	A	0.0
				PM		--	8.9	A	--	9.0	A	0.1	--	14.0	B	--	14.7	B	0.7
8	SR 25 and Hillcrest Road	Caltrans	D	AM	Signal	--	32.5	C	--	34.5	C	2.0	--	**91.4**	**F**	--	**99.1**	**F**	**7.7**
				PM		--	40.8	D	--	46.1	D	5.3	--	**138.4**	**F**	--	**134.7**	**F**	**-3.7**
9	SR 25 and Meridian Street	Caltrans	D	AM	Signal	--	22.6	C	--	24.1	C	1.5	--	**60.7**	**E**	--	**63.0**	**E**	**2.3**
				PM		--	19.1	B	--	20.4	C	1.3	--	**66.0**	**E**	--	**70.5**	**E**	**4.5**
10	SR 25 and Santa Ana Road	Caltrans	D	AM	Signal	--	21.1	C	--	22.5	C	1.4	--	**57.5**	**E**	--	**63.5**	**E**	**6.0**
				PM		--	20.6	C	--	22.4	C	1.8	--	**101.3**	**F**	--	**110.4**	**F**	**9.1**
11	San Felipe Road and SR 25	Caltrans	D	AM	Signal	--	17.4	B	--	17.9	B	0.5	--	32.2	C	--	33.2	C	1.0
				PM		--	23.1	C	--	24.0	C	0.9	--	**58.8**	**E**	--	**60.7**	**E**	**1.9**
12	Fairview Road and Union Road	County	D	AM	Future Signal	--	9.5	A	--	9.2	A	-0.3	--	9.0	A	--	8.9	A	-0.1
				PM		--	9.2	A	--	8.7	A	-0.5	--	8.7	A	--	8.5	A	-0.2
13	Fairview Road and Sunnyslope Road	County	D	AM	Signal	--	25.8	C	--	26.7	C	0.9	--	31.0	C	--	32.6	C	1.6
				PM		--	18.9	B	--	19.6	B	0.7	--	20.8	C	--	21.7	C	0.9
14	Fairview Road and Hillcrest Road	County	D	AM	OWSC	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**
				PM		**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**	**Yes**	**>250**	**F**	**Yes**	**>250**	**F**	**>4.0**
15	Fairview Road and Santa Ana Road	County	D	AM	Signal	--	7.8	A	--	7.9	A	0.1	--	8.3	A	--	8.4	A	0.1
				PM		--	8.8	A	--	8.9	A	0.1	--	11.4	B	--	12.0	B	0.6
16	San Benito Street and Nash Road	City	C	AM	Signal	--	27.0	C	--	27.1	C	0.1	--	34.2	C	--	34.7	C	0.5
				PM		--	24.5	C	--	24.8	C	0.3	--	30.1	C	--	30.6	C	0.5
17	Southside Road and Union Road	County	D	AM	Signal	--	36.5	D	--	39.1	D	2.6	--	**55.3**	**E**	--	**61.9**	**E**	**6.6**
				PM		--	**67.4**	**E**	--	**74.5**	**E**	**7.1**	--	**110.6**	**F**	--	**145.9**	**F**	**35.3**
18	San Benito Street and Union Road	County	D	AM	Signal	--	11.7	B	--	12.0	B	0.3	--	12.6	B	--	13.0	B	0.4
				PM		--	11.3	B	--	11.6	B	0.3	--	12.7	B	--	13.3	B	0.6
19	Union Road/Mitchell Road and SR 156	Caltrans	D	AM	Signal	--	**56.8**	**E**	--	**59.9**	**E**	**3.1**	--	**90.2**	**F**	--	**93.8**	**F**	**3.6**
				PM		--	**66.1**	**E**	--	**67.8**	**E**	**1.7**	--	**101.1**	**F**	--	**103.5**	**F**	**2.4**

Notes:

[1] The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

[2] Change in delay measured relative to background conditions.

[3] Change in delay measured relative to cumulative no project conditions.

[4] Signal warrant analysis is not applicable to signalized intersections.

Bold indicates unacceptable LOS/signal warrant met.

Bold and boxed indicate adverse effect.

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following two unsignalized study intersections currently have peak hour traffic volumes that meet the thresholds that warrant signalization:

2. Fairview Road/Ridgemark Drive and Airline Highway [CT]
14. Fairview Road and Hillcrest Road [SBC]

However, each of the unsignalized intersections operates within the applicable level of service standards. Therefore, a traffic signal is not recommended at either of the intersections identified to have traffic volumes that meet the thresholds that warrant signalization. The remaining unsignalized study intersections currently have and will continue to have traffic conditions that fall below the thresholds that warrant signalization with the addition of project-generated trips.

Adverse Project Effects and Recommended Mitigation Measures

This section discusses the adverse intersection operation effects identified under Existing Plus Project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval.

4. Airline Highway and Union Road (Caltrans)

Adverse Effect**:** The intersection level of service would be an unacceptable LOS D during both the AM and PM peak hours under existing conditions and the addition of project traffic would cause to the level of service to degrade to LOS E during both peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

Background Intersection Operation Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the five study intersections are projected to operate at unacceptable levels under background conditions and would continue to operate at unacceptable levels during at least one of the peak hours under background plus project conditions:

3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
4. Airline Highway and Union Road [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)
17. Southside Road and Union Road [SBC](**Adverse Effect**)
19. Union Road/Mitchell Road and SR 156 [CT] (**Adverse Effect)**

Based on the applicable adverse effect criteria, all five of the above-identified intersections would be adversely affected by the project under background plus project conditions. All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable level of service standards with the addition of project-generated trips.

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the three study intersections are projected to have peak hour traffic volumes that meet the thresholds that warrant signalization under background conditions and would continue to meet signal warrant thresholds under background plus project conditions during at least one of the peak hours:

2. Fairview Road/Ridgemark Drive and Airline Highway [CT]
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)

With the exception of the Fairview Road/Ridgemark Drive and Airline Highway intersection, each of the intersections identified to have traffic conditions that meet the thresholds that warrant signalization also is projected to operate at an unacceptable level of service. Based on the San Benito County and Caltrans significance criteria, two of the three intersections would be adversely affected by the project. The remaining unsignalized study intersection currently has and is projected to continue to have traffic conditions that fall below the thresholds that warrant signalization with the addition of project-generated trips.

Adverse Project Effects and Recommended Mitigation Measures

This section discusses the adverse intersection operation effects identified under Background Plus Project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval.

3. Enterprise Road and Airline Highway (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS E during the PM peak hour under background conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second. This intersection is projected to operate at an acceptable C during the AM peak hour and the addition of project traffic would cause the level of service to degrade to an unacceptable LOS E. Additionally, the intersection would have traffic volumes that meet peak-hour signal warrants. This constitutes an adverse effect by Caltrans standards.

Improvement: The installation of a traffic signal at the intersection as part of the widening of Airline Highway to four lanes between Sunset Drive and Fairview Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

4. Airline Highway and Union Road (Caltrans)

Adverse Effect**:** The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under background conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection. (*Same as Existing Plus Project*)

14. Fairview Road and Hillcrest Road (County)

Adverse Effect**:** The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under background conditions and the addition of project traffic would cause the delay at the intersection to increase by more than four seconds during both the AM and PM peak hours. Additionally, the intersection would have traffic volumes that meet peak-hour signal warrants. This constitutes an adverse effect by San Benito County standards.

Improvement: The installation of a traffic signal at this intersection as part of the widening of Fairview Road to four lanes between Airline Highway and McCloskey Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

17. Southside Road and Union Road (County)

Adverse Effect: The intersection level of service would be an unacceptable LOS E during the PM peak hour under background conditions and the addition of project traffic would cause the delay at the intersection to increase by more than four seconds during the PM peak hour. This constitutes an adverse by San Benito County standards.

Improvement: The widenings of Union Road to four lanes between San Benito Street and Airline Highway is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

19. Union Road/Mitchell Road and SR 156 (Caltrans)

Adverse Effect**:** The intersection level of service would be an unacceptable LOS E during both the AM and PM peak hours under background conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both the AM and PM peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: The widening of Union Road to four lanes between SR 156 and San Benito Street and of SR 156 to four lanes between San Juan Bautista and Union Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). As part of the Union Road widenings, the northbound approach on Union Road would provide a separate left-turn lane and a shared all-movement lane. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

Cumulative Intersection Operation Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that 11 study intersections are projected to operate at unacceptable levels during at least one of the peak hours under cumulative no project and cumulative plus project conditions:

1. South Ridgemark Drive/Best Road and Airline Highway [CT] (**Adverse Effect**)
2. Fairview Road/Ridgemark Drive and Airline Highway [CT] (**Adverse Effect**)
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)

4. Airline Highway and Union Road [CT] (**Adverse Effect**)
8. SR 25 and Hillcrest Road [CT] (**Adverse Effect**)
9. SR 25 and Meridian Street [CT] (**Adverse Effect**)
10. SR 25 and Santa Ana Road [CT] (**Adverse Effect**)
11. San Felipe Road and SR 25 [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)
17. Southside Road and Union Road [SBC] (**Adverse Effect**)
19. Union Road/Mitchell Road and SR 156 [CT] (**Adverse Effect**)

Based on the applicable significance criteria, each of the 11 intersections listed above would be adversely affected by the project. The remaining study intersections are projected to operate at acceptable levels during both the AM and PM peak hours under cumulative no project conditions and cumulative with project conditions when measured against the applicable level of service standards.

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that all four unsignalized study intersections are projected to have peak hour traffic volumes that meet the thresholds that warrant signalization under cumulative no project and cumulative plus project conditions during at least one of the peak hours:

1. South Ridgemark Drive/Best Road and Airline Highway [CT] (**Adverse Effect**)
2. Fairview Road/Ridgemark Drive and Airline Highway [CT] (**Adverse Effect**)
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)

Each of the intersections identified above to have traffic conditions that meet the thresholds that warrant signalization also is projected to operate at an unacceptable level of service. Based on the San Benito County and Caltrans significance criteria, all four of the intersections would be adversely affected by the project. The remaining unsignalized study intersection currently has traffic conditions that fall below the thresholds that warrant signalization.

Adverse Project Effects and Recommended Mitigation Measures

This section discusses the adverse intersection operation effects identified under Cumulative Plus Project conditions. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval.

Intersection Improvements and Impact Fees

1. South Ridgemark Drive/Best Road and Airline Highway (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both the AM and PM peak hours. Additionally, the intersection would have traffic volumes that meet peak-hour signal warrants. This constitutes an adverse effect by Caltrans standards.

Improvement: Necessary improvements at this intersection include the installation of a traffic signal. The developer may be required to pay a fair share toward improvement costs at this intersection.

2. Fairview Road/Ridgemark Drive and Airline Highway (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions and the addition of project

traffic would cause the delay at the intersection to increase by more than one second during both the AM and PM peak hours. Additionally, the intersection would have traffic volumes that meet peak-hour signal warrants. This constitutes an adverse effect by Caltrans standards.

Improvement: The installation of a traffic signal at the intersection is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

3. Enterprise Road and Airline Highway (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both peak hours. Additionally, the intersection would have traffic volumes that meet peak-hour signal warrants. This constitutes an adverse effect by Caltrans standards.

Improvement: The installation of a traffic signal at the intersection as part of the widening of Airline Highway between Sunset Drive and Fairview Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

4. Airline Highway and Union Road (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). In addition, separate eastbound and westbound right-turn lanes with dedicated right-turn arrows and changing the signal phasing on Union Road from split to protected would also be required to improve LOS to acceptable levels. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

8. SR 25 and Hillcrest Road (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during the AM and peak hour under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during the AM and peak hour. This constitutes an adverse effect by Caltrans standards.

Improvement: Necessary improvements at this intersection include the addition of third northbound and southbound through lanes. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

9. SR 25 and Meridian Street (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS E during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: Necessary improvements at this intersection include the addition of third northbound and southbound through lanes. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

10. SR 25 and Santa Ana Road (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS E or F during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: Necessary improvements at this intersection include the addition of a separate eastbound right-turn lane. The developer may be required to pay a fair share toward improvement costs at this intersection.

11. San Felipe Road and SR 25 (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS E during the PM peak hour under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during the PM peak hour. This constitutes an adverse effect by Caltrans standards.

Improvement: Necessary improvements at this intersection include the addition of a second eastbound right-turn lane. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

14. Fairview Road and Hillcrest Road (County)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than four seconds during both the AM and PM peak hours. Additionally, the intersection would have traffic volumes that meet peak-hour signal warrants. This constitutes an adverse by San Benito County standards.

Improvement: The installation of a traffic signal at the intersection as part of the widening of Fairview Road between Airline Highway and McCloskey Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

17. Southside Road and Union Road (County)

Adverse Effect: The intersection level of service would be an unacceptable LOS E or F during both the AM and PM peak hours under cumulative no project conditions and the addition of

project traffic would cause the delay at the intersection to increase by more than four seconds during the PM peak hour. This constitutes an adverse effect by San Benito County standards.

Improvement: The widenings of Union Road to four lanes between San Benito Street and Airline Highway is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

19. Union Road/Mitchell Road and SR 156 (Caltrans)

Adverse Effect: The intersection level of service would be an unacceptable LOS F during both the AM and PM peak hours under cumulative no project conditions and the addition of project traffic would cause the delay at the intersection to increase by more than one second during both the AM and PM peak hours. This constitutes an adverse effect by Caltrans standards.

Improvement: The widenings of Union Road to four lanes between SR 156 and San Benito Street and of SR 156 to four lanes between San Juan Bautista and Union Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). As part of the Union Road widenings, the northbound approach on Union Road would provide a separate left-turn lane and a shared all-movement lane. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

Highway Segment Analysis Results

Traffic volumes and heavy vehicle percentages on the study highway segments were derived from the intersection turning-movement counts conducted at intersections and highway volumes obtained from Caltrans. Roadway characteristics, such as lane width, shoulder width, terrain type, segment length, number of access points, and percent of the no-passing zone were obtained from observations in the field and/or aerial images.

Based on the HCM methodology, all highway segments studied are projected to operate at an unacceptable LOS E or worse in at least one direction during at least one of the peak hours under existing plus project, background plus project, and cumulative plus project conditions (see Table 9). The highway segment level of service calculations are included in Appendix E.

The proposed project would result in the addition of peak-hour trips to each of the highway segments projected to operate at unacceptable levels of service. Therefore, the proposed project would have an adverse effect on all highway segments studied, based on the Caltrans criteria for highways.

Highway Segment Mitigation and Impact Fees

The widening of both highways SR 156 and SR 25 is included as part of the improvement projects of the San Benito County Transportation Impact Mitigation Fee (TIMF) as follows:

SR 156 Widening – Widening of SR 156 from two-to-four lanes between the Alameda in San Juan Bautista to Union Road in Hollister.

SR 25 Widening and Realignment – Widening of SR 25 from two-to-four lanes between San Felipe Road in Hollister to the Santa Clara County line.

Table 9
Highway Segment Level of Service Results

Highway	Segment	Peak-Hour	Direction	Existing			Existing Plus Project			Background			Background Plus Project			Cumulative			Cumulative Plus Project		
				Vol	FD	LOS	Vol	FD	LOS	Vol	FD[1]	LOS[1]	Vol	FD[1]	LOS[1]	Vol	FD[1]	LOS[1]	Vol	FD[1]	LOS[1]
SR 25	between San Felipe Road and SR 156	AM	NB	684	7.4	C	728	8.1	D	931	11.4	D	**975**	**12.2**	**E**	**1307**	**18.0**	**E**	**1351**	**18.8**	**E**
		AM	SB	364	2.9	B	383	3.2	B	454	4.1	C	473	4.3	C	607	6.3	C	626	6.5	C
		PM	NB	484	4.5	C	517	4.9	C	652	6.9	C	685	7.4	C	945	11.7	D	978	12.2	E
		PM	SB	**988**	**12.4**	**E**	**1040**	**13.3**	**E**	**1268**	**17.4**	**E**	**1320**	**18.4**	**E**	**1720**	**--**	**F**	**1772**	**--**	**F**
SR 25	between SR 156 and US 101	AM	NB	**1452**	**20.7**	**E**	**1495**	**21.5**	**E**	**1812**	**--**	**F**	**1855**	**--**	**F**	**2361**	**--**	**F**	**2404**	**--**	**F**
		AM	SB	820	9.7	D	839	10.0	D	**968**	**12.1**	**E**	**987**	**12.5**	**E**	**1977**	**--**	**F**	**1996**	**--**	**F**
		PM	NB	608	6.3	C	640	6.8	C	869	10.4	D	901	11.0	D	**1942**	**--**	**F**	**1974**	**--**	**F**
		PM	SB	**1340**	**18.7**	**E**	**1390**	**19.7**	**E**	**1748**	**--**	**F**	**1798**	**--**	**F**	**2369**	**--**	**F**	**2419**	**--**	**F**
SR 156	between The Alameda and Union Road	AM	EB	916	11.3	D	925	11.4	D	**1030**	**13.2**	**E**	**1039**	**13.4**	**E**	**1178**	**15.8**	**E**	**1187**	**16.0**	**E**
		AM	WB	**1136**	**15.1**	**E**	**1155**	**15.5**	**E**	**1315**	**18.3**	**E**	**1334**	**18.7**	**E**	**1521**	**22.1**	**E**	**1540**	**22.5**	**E**
		PM	EB	**1044**	**13.5**	**E**	**1066**	**13.9**	**E**	**1265**	**17.4**	**E**	**1287**	**17.8**	**E**	**1518**	**22.1**	**E**	**1540**	**22.5**	**E**
		PM	WB	**1060**	**13.8**	**E**	**1074**	**14.0**	**E**	**1250**	**17.2**	**E**	**1264**	**17.4**	**E**	**1473**	**21.2**	**E**	**1487**	**21.5**	**E**

Notes: Vol = Volume
FD = Follower Density
LOS = Level of Service
[1]Capacity for each of the study highway segments is 1,700 vehicles per hour per direction. LOS F occurs when demand exceeds capacity and FD cannot be calculated.

The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at the impacted highway segments.

Bicycle and Pedestrian Circulation

Currently, the project site is not served directly by any bicycle facilities. The nearest Class II bike lanes are provided along Union Road located approximately 1.5 miles northwest of the project site.

Sidewalks are not provided within the Ridgemark development. Additionally, with the project site being located within a highly undeveloped rural area, none of the surrounding roadways currently have sidewalks.

Bicycle and Pedestrian Policies

County and City policies exist that are aimed at developing a complete pedestrian and bicycle network to provide residents with an alternative accessible and desirable mode of transportation. These policies require and/or make recommendations for local jurisdictions to work with residents, developers, lead agencies, and County officials to coordinate, design, implement and maintain bicycle and pedestrian facilities and services. Some of these policies are described below.

City of Hollister 2005 General Plan

The City of Hollister 2005 General Plan acknowledges that most bicycling within the city is done on roadway shoulders, which in many cases can be accommodated on well-designed streets without the need for separate striped bike lanes. However, as traffic increases along many of the streets in Hollister, it is desirable to increase emphasis on accommodating bicycle travel when designing City streets.

One of the City of Hollister General Plan Goals (Goal C2) is to “provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister”. The General Plan policies further emphasize pedestrian connectivity by working with local businesses, private developers, and public agencies to ensure the provision of safe pedestrian pathways to major public facilities, schools, and employment centers.

Policy C2.1 encourages intergovernmental coordination among the leading agencies (City of Hollister, San Benito County, San Benito County Council of Governments (COG), and Caltrans) to develop, implement, and maintain bicycle facilities as described in the San Benito County Bicycle Master Plan. Implementation of these bicycle facilities would provide direct access to major public facilities, schools, and employment centers, providing an alternative mode of travel to automobile.

2009 San Benito County Bikeway and Pedestrian Master Plan

The 2009 *San Benito County Bikeway and Pedestrian Master Plan* provides a guide for the future development of bicycle and pedestrian facilities within the County. The purpose of the plan is to expand the existing bicycle and pedestrian networks, connect existing gaps, address constrained areas, provide greater connectivity, educate and encourage the use of non-motorized travel alternatives, and maximize funding sources. The goals of the plan include:

- Increase bicycle and pedestrian access
- Improve bicycle and pedestrian safety
- Ensure all residents are knowledgeable about bicycle and pedestrian safety
- Increase bicycle and pedestrian trips

Master Plan Recommended Bikeway Improvements

The Bikeway and Pedestrian Master Plan identifies various bikeway improvements for the San Benito County regional bikeway network. The recommended improvements for incorporated areas, such as the City of Hollister, were developed focusing on connecting community destinations such as parks, libraries, transit, schools, and recreational opportunities, as well as through public input.

The Bikeway and Pedestrian Master Plan identifies a total of 56 bikeway projects in San Benito County. Implementation of the recommended bicycle network improvements would provide an extensive bicycle network within San Benito County, providing a continuous bicycle network with access to virtually every part of town as well as planned regional facilities.

The recommended bicycle improvements were ranked based on criteria such as connections to parks, major employment centers, schools, closure of gaps in the existing network, and public input and safety. From the ranking process, a prioritized list of bicycle projects for construction was developed, which includes Tier 1 (highest potential projects intended for near-term implementation within 1-5 years), Tier 2 (intended for implementation within 6-10 years), and Tier 3 projects (long-term potential bicycle-specific projects that could be implemented over the next 11-20 years). The following bike projects are located in the immediate vicinity of the project site:

- Tier 1 Rank #3 - Class II bike lanes on Airline Highway, between Sunset Drive and Quien Sabe Road
- Tier 1 Rank #7 – Class I bike paths along San Benito River, between San Juan Bautista Park and Airline Highway
- Tier 2 Rank #30 – Class II bike lanes on Fairview Road, between Airline Highway and north of Fallon Road
- Tier 2 Rank #31 – Class II bike lanes on Union Road, between Cienega Road and Fairview Road.

Master Plan Recommended Pedestrian Improvements

The Bikeway and Pedestrian Master Plan also identifies various pedestrian improvements that aim at providing increased opportunities for residents in San Benito County to walk for transportation or recreation. These improvements are not funded but can be capital projects or installed with roadway improvement projects or development/redevelopment of the adjacent properties. The Master Plan lists various pedestrian improvements throughout the County, including the City of Hollister, which include:

- Infill of sidewalk gaps
- Improvements at signalized intersections, including installation of transverse crosswalks, countdown traffic signals, and audible signals, as well as adjusting signal timing to provide additional pedestrian time at locations near elementary schools.
- Improvements at unsignalized intersections, including installation of high-visibility crosswalk markings at local streets adjacent to schools, installation of curb extensions, and improving railroad crossings.
- Curb ramp improvements
- Safe routes to school programs
- Multi-use path projects

The Master Plan recommends various locations where the above pedestrian improvements should be implemented. However, none of the locations listed are near the project site.

San Benito County Regional Transportation Plan

The latest San Benito County *Regional Transportation Plan* (RTP), as described in its latest document (San Benito Regional Transportation Plan 2040, adopted in June 2018), presents a blueprint for solving region-wide transportation issues, now and into the future. The document identifies the existing transportation conditions and plans future needs based on projected growth, previously approved plans, public input, and prior Council of Government Board action. The plan identifies various multimodal transportation projects (including roadway network, public transit, and active transportation improvements) and provides a timeline and cost estimate for each project.

The construction of Tier I Projects identified in the San Benito County Bikeway and Pedestrian Master Plan is identified in the RTP list of projects with a completion date of 2040.

Project's Effect on Bicycle and Pedestrian Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation.

With the implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, a connection would be provided between the project site and other bicycle facilities to the north, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above-planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

The missing sidewalks in the project area make pedestrian travel to/from the project site challenging, discouraging pedestrian activity, or forcing pedestrians to walk along undeveloped roadway shoulders and/or within the street. However, no other pedestrian destinations, such as residences, shopping centers, or other pedestrian services, are located within what would be considered an acceptable walking distance (0.25 to 0.5 miles) from the project site. Therefore, it is very unlikely that the project would generate a measurable need for pedestrian facilities.

Transit Services

There are currently two County Express bus lines (Blue Line and Green Line) that operate within the City of Hollister. The nearest bus stop to the project site is located near the intersection of Union Road and Airline Highway, approximately 1.5 miles northwest of the project site.

Transit Service Policies

As with the bicycle and pedestrian facilities, various policies exist within City and County adopted documents that strive at enhancing and expanding the existing transit services to adequately serve both the existing and future demands, providing an efficient, extensive, and easily accessible alternative mode of travel for residents. Some of these policies are described below.

City of Hollister 2005 General Plan

Policies C4.2 and C4.3 of the City of Hollister General Plan encourage intergovernmental coordination among the leading agencies (City of Hollister, San Benito County, COG, and Caltrans) to develop, implement, and maintain public transit services and park and ride facilities. Providing an extensive transit service network could encourage the use of public transportation as an alternative mode of travel.

San Benito County Regional Transportation Plan

The latest San Benito County 2040 RTP, identifies various public transit improvements within the County, most of which would directly benefit the City of Hollister. The RTP public transit improvements and their completion dates are listed in Table 10 below.

Table 10
San Benito County Regional Transportation Plan Public Transit Improvements

Project ID	Project Title	Description	Fully Funded by Year
SB-COG-A08	Rideshare Program (TDM)	Promote the use of alternative modes of transportation	2040
SB-COG-A53	Vanpool Program	Provide vehicle lease progam, planning and coordination	2040
SB-LTA-A37	General Transit Service Operations	Ongoing operation of fixed route, other transit service, and expansion	2040
SB-LTA-A38	Express Bus Service to Gilroy - Gavilan College	Express bus service from City of Hollister to Gavilon College in Gilroy	2035
SB-LTA-A39	Express Bus Service to Gilroy - Caltrain Station	Express bus service from City of Hollister to Gilry Caltrain Station	2035
SB-LTA-A42	Regional Transit Planning	Planning transit infrastracture, new service and opertional improvements	2040
SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas	2035
SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville	2035
SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles	2020
SB-LTA-A51	Bus Stop Improvement Program	Transit facilities to accommodate transit connections to Gilroy, Watsonville, and Salinas	2035
SB-LTA-A52	Transit Technology Infrastructure Improvements	Improve transit infrastructure to accommodate operations	2035
SB-LTA-A53	Commuter Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	2040

Source: 2040 San Benito Regional Transportation Plan, Appendix A.

Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be done utilizing public transportation. Applying an estimated three percent transit mode share, which is a conservative estimate for the project, equates to approximately at most 14 new transit riders generated by the proposed project during the peak hours. The project is not directly served by any transit services. However, the additional transit demand generated by the project would not justify additional transit services in the study area based on the project demand alone.

Site Access and On-Site Circulation

This analysis is based on a review of the preliminary project site plan prepared by Kelley Engineering and Surveying dated February 2022. Site access was evaluated to determine the adequacy of the project site access points along Airline Highway and Southside Road with regard to the following: traffic volume, sight distance, projected vehicle queues, and geometric design. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan is presented in Figure 2.

Site Access

The hotel/retail use and the affordable housing units would have access along Ridgemark Drive, just south of Airline Highway. Access to the single-family residential units would be provided through the Ridgemark development, which has two existing access points: the “west entrance,” located at the Airline Highway/Ridgemark Drive intersection, and the “east entrance,” located at the Airline Highway/South Ridgemark Drive intersection and a future access point to Southside Road. The west entrance includes a staff-operated gate located approximately 0.25 miles south of Airline Highway. All vendors and visitors to the Ridgemark development are currently required to use this entrance. The east entrance includes an automatic gate located approximately 0.1 miles south of Airline Highway. Because this gate is automated, only Ridgemark residents with access cards can use the east entrance. In the future, the Ridgemark HOA intends to build a new gatehouse at the east entrance, which would allow for staff operation and access to the Ridgemark area by vendors and visitors, in addition to residents. However, plans and a schedule for this improvement have yet to be determined, and the gatehouse would be constructed as part of a separate project. For the Ridgemark Subdivision project, the applicant would provide funding to the Ridgemark HOA for manning the existing gatehouse (i.e., staff operation) and would also provide funding for a new gatehouse to be constructed sometime in the future.

Site Circulation

The single-family residential units would be constructed on vacant land parcels throughout the Ridgemark development and would utilize the same internal roadway network within the development. Several new small roadways will branch off of the existing roadways to provide access to the proposed residential units. The new roadways providing access to each home all have cul-de-sacs and will allow for turnaround space for large vehicles. A detailed on-site circulation for the hotel is not available at this time.

The site layout allows for continuous traffic circulation through the project site. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large design vehicles such as garbage trucks and fire trucks. With the proposed internal roadway layout and adhering to County roadway design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate, making every proposed residential unit within the project development accessible.

Recommended Improvements

The proposed project should adhere to County roadway design standards and guidelines when designing roadway widths and turn radii.

Site Access Queuing Analysis

The operations analysis is based on vehicle queuing for left-turn movements at the Ridgemark Drive intersections providing access to the project site. Vehicle queues obtained from Synchro were utilized

for this analysis. The basis of the analysis is as follows: (1) Synchro is used to estimate the 95th percentile maximum number of queued vehicles during the peak hour for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at the selected locations.

The results of the queuing analysis indicate that the 95th percentile queue lengths are projected to continue to be accommodated within the existing queue storage capacities at each of the Ridgemark access locations along Airline Highway. The queuing analysis is summarized in Table 11.

Table 11
Site Access Queuing Analysis under Background Plus Project Conditions

		Queue Lenth[1] (feet)			
Intersection		**NBL**	**SBL**	**WBL**	**NB**
Ridgemark Drive and Airline Highway	AM	125	50	25	--
	PM	125	50	25	--
	Max	125	50	25	--
	Storage	175	375	375	--
	Adequate?	Yes	Yes	Yes	--
South Ridgemark Drive and Airline Highway	AM	--	--	25	50
	PM	--	--	25	25
	Max	--	--	25	50
	Storage	--	--	200	500
	Adequate?	--	--	Yes	Yes

Notes:
[1] Queue lengths were obtained from Synchro based on HCM6 methodology.
NBL = northbound left; SBL = southbound left; WBL = westbound left; NB = northbound

Neighborhood Street Traffic Volumes

As proposed, access to the proposed residential units, hotel, and retail uses would be provided via connections to existing neighborhood streets within the Ridgemark Country Club development. Therefore, it is anticipated that Ridgemark Drive will experience an increase in traffic volumes due to the addition of proposed project traffic. Therefore, an evaluation of indirect traffic-related issues on Ridgemark Drive was completed. The evaluation consists of a review of Average Daily Traffic (ADT) to quantify the potential change in traffic volumes along segments of Ridgemark Drive as a result of the proposed project. Unlike the intersection level of service analysis methodology, which has established impact thresholds, there are no adopted analysis methodologies or impact thresholds for the evaluation of neighborhood traffic issues.

Existing Neighborhood Traffic Volumes and Speed Surveys

Twenty-four-hour tube counts conducted at four locations within the Ridgemark development in May 2019 revealed that Ridgemark Drive, south of Airline Highway, currently carries a total of approximately 4,900 vehicles in both directions. The remaining three count locations currently carry at most 1,300 daily vehicles in both directions. The large difference in volume on each segment of Ridgemark Drive is due to the location and operations of the access gates. The west entrance is staff-operated and

provides the most convenient access to the development from major roadways to the north. The use of the east entrance is restricted to the use of residents only.

Speed surveys also were conducted along Ridgemark Drive, which currently has a posted speed limit of 25 mph. The speed surveys revealed the 85th percentile speeds along Ridgemark Drive are within 5 miles of the speed limit with the exception of the southbound direction of Ridgemark Drive, south of Airline Highway, with 32 mph. Therefore, it can be concluded that there is not an obvious speeding issue along Ridgemark Drive with the exception of the southbound direction of Ridgemark Drive, south of Airline Highway. The traffic volumes and 85th percentile speeds along the study roadway segments are summarized in Table 12.

Project Neighborhood Traffic Volumes

The effects of project traffic along Ridgemark Drive were evaluated based on the collected traffic volumes and projections of the additional project-generated traffic. Table 12 presents a summary of existing and projected traffic volumes along each of the studied streets. The addition of project traffic on the study roadway segments would represent no more than an approximately 110% increase in daily traffic on the study roadway segments. The large percentage increases are due to the low existing volumes.

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project site driveways in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured at the driveway approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Airline Highway and Southside Road have posted speed limits of 55 and 45 mph, respectively. The AASHTO stopping sight distance for a facility with posted speed limits of 55 and 45 mph are 495 and 360 feet, respectively. Thus, a driver exiting the east entrance at South Ridgemark Drive and Southside Road must be able to see approaching traffic on Airline Highway and Southside Road at minimum distances of 495 and 360 feet, respectively, to be able to stop and avoid a collision. Stopping sight distance is not required at the west entrance because the access point intersection of Ridgemark Drive and Airline Highway is stop-controlled on all approaches.

Based on field observations, aerial images, and the east entrance location along Airline Highway, there are no existing trees or visual obstructions along Airline Highway at South Ridgemark Drive that would obscure sight distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of Airline Highway beyond the minimum required distance of 495 feet. Therefore, it can be concluded that the project access driveway at the east entrance along Airline Highway would meet the AASHTO minimum stopping sight distance standards.

However, since a conceptual plan showing the access point location to Southside Road is not available, stopping sight distance at this location cannot be evaluated. Therefore, the design of the Southside Road access point should provide for a minimum of 360 feet of stopping sight distance.

Table 12
Roadway Segment Volumes

#	Roadway Segment	Count Date	Direction	Speed (mph) Limit	Speed (mph) Percentile	ADT Existing	ADT Existing Reassignment	ADT Project Trips	ADT % Change	ADT Existing + Project
1	Ridgemark Drive, south of Airline Highway	05/22/19	Northbound	25	29	2,356	-118	2,693	114%	5,049
			Southbound	25	32	2,570	-129	2,693	105%	5,263
			Total			4,926	-247	5,386	109%	10,312
2	Ridegemark Drive, between Duffin Drive and Lanini Drive	05/22/19	Eastbound	25	25	386	0	187	48%	573
			Westbound	25	27	348	0	187	54%	535
			Total			734	0	374	51%	1,108
3	South Ridgemark Drive, south of Airline Highway	05/22/19	Eastbound	25	27	751	0	353	47%	1,104
			Westbound	25	26	573	0	353	62%	926
			Total			1,324	0	706	53%	2,030
4	Marks Drive, west of Ridgemark Drive	05/22/19	Eastbound	25	29	451	0	218	48%	669
			Westbound	25	24	443	0	218	49%	661
			Total			894	0	436	49%	1,330

5. Conclusions

The potential impacts of the project were evaluated in accordance with the California Environmental Quality Act (CEQA) guidelines and the San Benito County *Draft SB 743 Implementation Policy*. A supplemental traffic operations analysis also was completed. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

Project-Level VMT Impact Analysis

Hotel Uses

For mixed-use projects, OPR allows lead agencies to evaluate only the project's dominant use. Since the proposed residential and retail components of the project would be the dominant land use (the proposed residential and retail uses would generate a significantly greater number of daily trips when compared with the proposed hotel use), the CEQA impact evaluation for the project is based only on the residential and retail components of the project.

Retail Uses

Per the San Benito County VMT screening criteria, retail projects with 50,000 square feet or less are considered local-serving and do not require a detailed CEQA transportation analysis. The addition of new local-serving retail development tends to shorten trips, and consequently reduce VMT, by improving retail destination proximity. That is, new local-serving retail projects would provide an alternative to other similar uses located farther away. The proposed retail component of the project satisfies this criterion and therefore is not required to complete a detailed VMT analysis.

Residential Uses

The residential component of the project does not meet the screening criteria as outlined in the San Benito County VMT guidelines and therefore is required to complete a VMT analysis.

The results of the VMT analysis, using the County's model, indicate that the proposed project is located in TAZs 309-311, 313, 314, and 321, which have an existing home-based VMT per capita of 28.7. It is assumed that the proposed project would exhibit similar travel characteristics and have the same home-based VMT per capita as other residential uses within its TAZ. Because the project's VMT per

capita would exceed the impact threshold of 19.6 VMT per capita, the proposed project would have an impact on the transportation system based on the County's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the residential component of the project (28.7 VMT per capita) would exceed the threshold of 19.6 VMT per capita, the residential component of the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact. Per the county's impact thresholds, the project would need to implement VMT reduction measures to achieve a 32 percent reduction (28.7 to 19.6) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels.

The County's *Draft SB 743 Implementation Policy* identifies several Travel Demand Management (TDM) strategies that can be implemented to reduce a project's VMT. However, most of the measures are applicable to only employment uses and/or are beyond the means of implementation by a single development project. The County's policy identifies the following TDM measures for residential uses:

- T-8 Subsidized Transit Program: Provide subsidized or discounted, or free transit passes for residents. Reducing the out-of-pocket cost of choosing transit improves the competitiveness of transit against driving increasing the total number of transit trips and decreasing vehicle trips.
- T-22 Community-Based Travel Planning: Target residences in the community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single-occupancy vehicles.
- T-17 Pedestrian Network Improvement: Increase sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive.
- T-18 Construct or Improve Bike Facility: Construct or improve a single bicycle lane facility that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area.

However, the implementation of the above measures and the resulting reduction in VMT presumes that there are robust existing transit services and an existing bicycle and pedestrian network. Since the supporting transit, bicycle, and pedestrian facilities do not exist, the VMT per capita would still be greater than the County's recommended impact threshold of 19.6 VMT per capita with the implementation of the identified measures.

The County's 15% below the existing VMT impact threshold (also recommended by the OPR) encourages developments in transit-rich, highly mixed-use areas to implement design features and trip reduction measures to take advantage of existing multi-model infrastructure and land use mixes in reducing trip-making and/or trip lengths. However, the project is located in a rural setting with very limited multi-modal transportation infrastructure and low mixture of complementary land uses. The lack of major transit options results in a greater number and longer commute trips. Therefore, it is highly unlikely that residential developments like the proposed project in the County can achieve the 15% reduction in VMT. Therefore, absent of the County reducing its adopted VMT impact thresholds, the proposed project's VMT impact must be deemed significant and unavoidable.

Transportation Operations Analysis

The transportation operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse

effect on a study intersection operation is not considered a CEQA impact metric. The traffic operations analysis includes an analysis of peak-hour traffic conditions for 14 signalized intersections, one future signalized intersection, four unsignalized intersections, and three highway segments.

Trip Generation

Based on the ITE trip generation rates, pass-by reductions, and the proposed project description, it is estimated that the project would generate 6,905 daily vehicle trips, with 324 trips (141 inbound and 183 outbound) occurring during the AM peak hour and 458 trips (253 inbound and 205 outbound) occurring during the PM peak hour.

Intersection Operation Analysis

Existing Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the addition of project-generated trips would adversely affect traffic operations at the Union Road and Airline Highway intersection.

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following two unsignalized study intersections currently have peak hour traffic volumes that meet the thresholds that warrant signalization:

2. Fairview Road/Ridgemark Drive and Airline Highway [CT]
14. Fairview Road and Hillcrest Road [SBC]

However, each of the unsignalized intersections operates within the applicable level of service standards. Therefore, a traffic signal is not recommended at either of the intersections identified to have traffic volumes that meet the thresholds that warrant signalization. The remaining unsignalized study intersections currently have and will continue to have traffic conditions that fall below the thresholds that warrant signalization with the addition of project-generated trips.

The potential improvement measures that may be included as part of the project's Conditions of Approval are described below.

4. Airline Highway and Union Road (Caltrans)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

Background Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the following five intersections would be adversely affected by the project under background plus project conditions:

3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
4. Airline Highway and Union Road [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)
17. Southside Road and Union Road [SBC](**Adverse Effect**)
19. Union Road/Mitchell Road and SR 156 [CT] (**Adverse Effect)**

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following two intersections would have traffic conditions that meet the thresholds that warrant signalization and would be adversely affected by the project under background plus project conditions during at least one of the peak hours:

3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)

The potential improvement measures that may be included as part of the project's Conditions of Approval are described below.

3. Enterprise Road and Airline Highway (Caltrans)

The installation of a traffic signal at the intersection as part of the widening of Airline Highway to four lanes between Sunset Drive and Fairview Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

4. Airline Highway and Union Road (Caltrans)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection. (*Same as Existing Plus Project*)

14. Fairview Road and Hillcrest Road (County)

The installation of a traffic signal at this intersection as part of the widening of Fairview Road to four lanes between Airline Highway and McCloskey Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward the implementation of improvements at this intersection.

17. Southside Road and Union Road (County)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

19. Union Road/Mitchell Road and SR 156 (Caltrans)

The widening of Union Road to four lanes between SR 156 and San Benito Street and of SR 156 to four lanes between San Juan Bautista and Union Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). As part of the Union Road widenings, the northbound approach on Union Road would provide a separate left-turn lane and a shared all-movement lane. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

Cumulative Plus Project Conditions

Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the following 11 intersections would be adversely affected by the project under cumulative plus project conditions:

1. South Ridgemark Drive/Best Road and Airline Highway [CT] (**Adverse Effect**)
2. Fairview Road/Ridgemark Drive and Airline Highway [CT] (**Adverse Effect**)
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
4. Airline Highway and Union Road [CT] (**Adverse Effect**)
8. SR 25 and Hillcrest Road [CT] (**Adverse Effect**)
9. SR 25 and Meridian Street [CT] (**Adverse Effect**)
10. SR 25 and Santa Ana Road [CT] (**Adverse Effect**)
11. San Felipe Road and SR 25 [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)
17. Southside Road and Union Road [SBC] (**Adverse Effect**)
19. Union Road/Mitchell Road and SR 156 [CT] (**Adverse Effect**)

Peak Hour Signal Warrant Analysis

The peak hour signal warrant analysis indicates that the following four intersections would have traffic conditions that meet the thresholds that warrant signalization and would be adversely affected by the project under cumulative plus project conditions during at least one of the peak hours:

1. South Ridgemark Drive/Best Road and Airline Highway [CT] (**Adverse Effect**)
2. Fairview Road/Ridgemark Drive and Airline Highway [CT] (**Adverse Effect**)
3. Enterprise Road and Airline Highway [CT] (**Adverse Effect**)
14. Fairview Road and Hillcrest Road [SBC] (**Adverse Effect**)

The potential improvement measures that may be included as part of the project's Conditions of Approval are described below.

1. South Ridgemark Drive/Best Road and Airline Highway (Caltrans)

Necessary improvements at this intersection include the installation of a traffic signal. The developer may be required to pay a fair share toward improvement costs at this intersection.

2. Fairview Road/Ridgemark Drive and Airline Highway (Caltrans)

The installation of a traffic signal at the intersection is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

3. Enterprise Road and Airline Highway (Caltrans)

The installation of a traffic signal at the intersection as part of the widening of Airline Highway between Sunset Drive and Fairview Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

4. Airline Highway and Union Road (Caltrans)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway and of Airline Highway to four lanes between Sunset Drive and Fairview Road are included as part of the

improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). In addition, separate eastbound and westbound right-turn lanes with dedicated right-turn arrows and changing the signal phasing on Union Road from split to protected would also be required to improve LOS to acceptable levels. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

8. SR 25 and Hillcrest Road (Caltrans)

Necessary improvements at this intersection include the addition of third northbound and southbound through lanes. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

9. SR 25 and Meridian Street (Caltrans)

Necessary improvements at this intersection include the addition of third northbound and southbound through lanes. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

10. SR 25 and Santa Ana Road (Caltrans)

Necessary improvements at this intersection include the addition of a separate eastbound right-turn lane. The developer may be required to pay a fair share toward improvement costs at this intersection.

11. San Felipe Road and SR 25 (Caltrans)

Necessary improvements at this intersection include the addition of a second eastbound right-turn lane. Right-of-way along SR 25 appears to be available to implement the improvements. The developer may be required to pay a fair share toward improvement costs at this intersection.

14. Fairview Road and Hillcrest Road (County)

The installation of a traffic signal at the intersection as part of the widening of Fairview Road between Airline Highway and McCloskey Road is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

17. Southside Road and Union Road (County)

The widenings of Union Road to four lanes between San Benito Street and Airline Highway is included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection.

19. Union Road/Mitchell Road and SR 156 (Caltrans)

The widenings of Union Road to four lanes between SR 156 and San Benito Street and of SR 156 to four lanes between San Juan Bautista and Union Road are included as part of the improvement projects of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). As part of the Union Road widenings, the northbound approach on Union Road would provide a separate left-turn lane and a shared all-movement lane. The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at this intersection. (*Same as Background Plus Project*)

Highway Segment Analysis

Traffic volumes and heavy vehicle percentages on the study highway segments were derived from the intersection turning-movement counts conducted at intersections and highway volumes obtained from Caltrans. Roadway characteristics, such as lane width, shoulder width, terrain type, segment length,

number of access points, and percent of the no-passing zone were obtained from observations in the field and/or aerial images.

Based on the HCM methodology, all highway segments studied are projected to operate at an unacceptable LOS E or worse in at least one direction during at least one of the peak hours under existing plus project, background plus project, and cumulative plus project conditions.

The proposed project would result in the addition of peak-hour trips to each of the highway segments projected to operate at unacceptable levels of service. Therefore, the proposed project would have an adverse effect on all highway segments studied, based on the Caltrans criteria for highways.

Highway Segment Mitigation and Impact Fees

The widening of both highways SR 156 and SR 25 is included as part of the improvement projects of the San Benito County Transportation Impact Mitigation Fee (TIMF) as follows:

SR 156 Widening – Widening of SR 156 from two-to-four lanes between the Alameda in San Juan Bautista to Union Road in Hollister.

SR 25 Widening and Realignment – Widening of SR 25 from two-to-four lanes between San Felipe Road in Hollister to the Santa Clara County line.

The developer will be required to pay the applicable TIF fee as a fair-share contribution toward improvements at the impacted highway segments.

Other Transportation Issues

Bicycle and Pedestrian Circulation

Currently, the project site is not served directly by any bicycle facilities. The nearest Class II bike lanes are provided along Union Road located approximately 1.5 miles northwest of the project site.

Sidewalks are not provided within the Ridgemark development. Additionally, with the project site being located within a highly undeveloped rural area, none of the surrounding roadways currently have sidewalks.

Project's Effect on Bicycle and Pedestrian Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. With the existing limited and discontinuous bicycle network, the potential project-related bike riders would have to share the roadway with vehicular traffic, which could discourage the use of the bicycle as an alternative mode of transportation.

With the implementation of the planned bicycle facilities identified in the County's Bikeway and Pedestrian Master Plan, a connection would be provided between the project site and other bicycle facilities to the north, providing a continuous bicycle network with access to most areas within Hollister and major facilities outside of town. However, since the above-planned bicycle facilities are not fully funded, it is uncertain when these facilities would be available. Until these facilities are built out, project-related bicycle traffic would need to share the roadway with auto traffic.

The missing sidewalks in the project area make pedestrian travel to/from the project site challenging, discouraging pedestrian activity, or forcing pedestrians to walk along undeveloped roadway shoulders and/or within the street. However, no other pedestrian destinations, such as residences, shopping centers, or other pedestrian services, are located within what would be considered an acceptable

walking distance (0.25 to 0.5 miles) from the project site. Therefore, it is very unlikely that the project would generate a measurable need for pedestrian facilities.

Transit Services

There are currently two County Express bus lines (Blue Line and Green Line) that operate within the City of Hollister. The nearest bus stop to the project site is located near the intersection of Union Road and Airline Highway, approximately 1.5 miles northwest of the project site.

Project's Effect on Transit Services

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the project trips could be done utilizing public transportation. Applying an estimated three percent transit mode share, which is a conservative estimate for the project, equates to approximately at most 14 new transit riders generated by the proposed project during the peak hours. The project is not directly served by any transit services. However, the additional transit demand generated by the project would not justify additional transit services in the study area based on the project demand alone.

Site Access and On-Site Circulation

This analysis is based on a review of the preliminary project site plan prepared by Kelley Engineering and Surveying dated February 2022.

Site Access

The hotel/retail use and the affordable housing units would have access along Ridgemark Drive, just south of Airline Highway. Access to the single-family residential units would be provided through the Ridgemark development, which has two existing access points: the "west entrance," located at the Airline Highway/Ridgemark Drive intersection, and the "east entrance," located at the Airline Highway/South Ridgemark Drive intersection and a future access point to Southside Road. The west entrance includes a staff-operated gate located approximately 0.25 miles south of Airline Highway. All vendors and visitors to the Ridgemark development are currently required to use this entrance. The east entrance includes an automatic gate located approximately 0.1 miles south of Airline Highway. Because this gate is automated, only Ridgemark residents with access cards can use the east entrance. In the future, the Ridgemark HOA intends to build a new gatehouse at the east entrance, which would allow for staff operation and access to the Ridgemark area by vendors and visitors, in addition to residents. However, plans and a schedule for this improvement have yet to be determined, and the gatehouse would be constructed as part of a separate project. For the Ridgemark Subdivision project, the applicant would provide funding to the Ridgemark HOA for manning the existing gatehouse (i.e., staff operation) and would also provide funding for a new gatehouse to be constructed sometime in the future.

Site Circulation

The site layout allows for continuous traffic circulation through the project site. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large design vehicles such as garbage trucks and fire trucks. With the proposed internal roadway layout and adhering to County roadway design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate, making every proposed residential unit within the project development accessible.

Recommendation: The proposed project should adhere to County roadway design standards and guidelines when designing roadway widths and turn radii.

Neighborhood Traffic Issues

The effects of project traffic along Ridgemark Drive were evaluated based on the collected traffic volumes and projections of the additional project-generated traffic. The addition of project traffic on the study roadway segments would represent no more than an approximately 110% increase in daily traffic on the study roadway segments. The large percentage increases are due to the low existing volumes.

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the project site driveway at the east Ridgemark Drive entrance along Airline Highway and Southside Road in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Stopping sight distance is not required at the west entrance because the access point intersection of Ridgemark Drive and Airline Highway is stop-controlled on all approaches.

Based on field observations, aerial images, and the east entrance location along Airline Highway, there are no existing trees or visual obstructions along Airline Highway at South Ridgemark Drive that would obscure sight distance to drivers exiting the project site, providing a clear view of approaching traffic on both sides of Airline Highway beyond the minimum required distance of 495 feet. Therefore, it can be concluded that the project access driveway at the east entrance along Airline Highway would meet the AASHTO minimum stopping sight distance standards.

However, since a conceptual plan showing the access point location to Southside Road is not available, stopping sight distance at this location cannot be evaluated. Therefore, the design of the Southside Road access point should provide for a minimum of 360 feet of stopping sight distance.

Ridgemark Subdivision TA

Technical Appendices

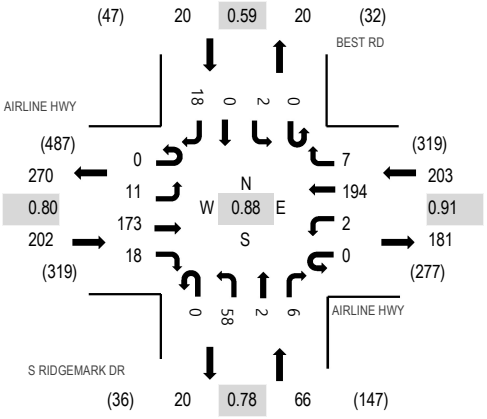
July 20, 2022

Appendix A
Traffic Counts

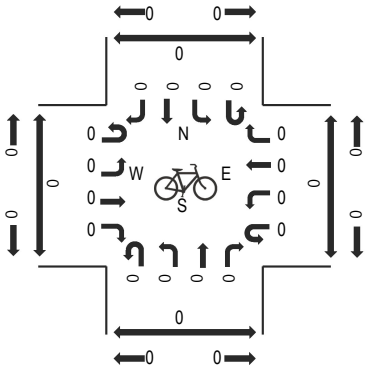
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 S RIDGEMARK DR & AIRLINE HWY AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

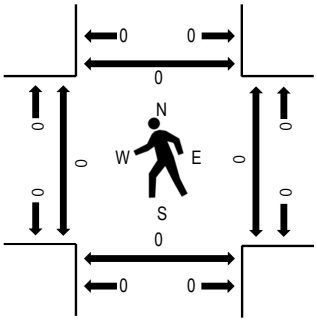
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AIRLINE HWY Eastbound				AIRLINE HWY Westbound				S RIDGEMARK DR Northbound				BEST RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	17	0	0	0	30	0	0	15	0	1	0	0	0	11	76	421	0	0	0	2
7:15 AM	0	1	19	3	0	0	32	2	0	25	0	0	0	0	0	8	90	467	0	0	0	0
7:30 AM	0	1	41	2	0	0	49	0	0	15	0	3	0	0	0	5	116	491	0	0	0	0
7:45 AM	0	5	53	5	0	0	53	2	0	17	0	2	0	0	0	2	139	466	0	0	0	0
8:00 AM	0	2	43	5	0	0	52	4	0	10	1	1	0	1	0	3	122	411	0	0	0	0
8:15 AM	0	3	36	6	0	2	40	1	0	16	1	0	0	1	0	8	114		0	0	0	0
8:30 AM	0	4	26	8	0	0	25	0	0	20	0	1	0	1	1	5	91		0	0	0	0
8:45 AM	0	3	30	4	0	0	27	0	0	18	0	1	0	0	0	1	84		0	0	0	0

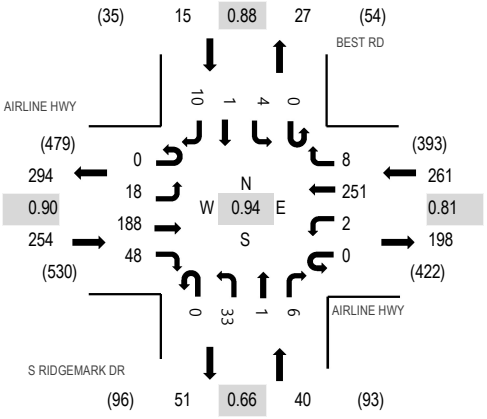
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	14	0	0	0	7	0	0	0	0	0	0	0	0	0	21
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	155	18	0	2	185	7	0	57	2	6	0	2	0	17	459
Mediums	0	3	4	0	0	0	2	0	0	1	0	0	0	0	0	1	11
Total	0	11	173	18	0	2	194	7	0	58	2	6	0	2	0	18	491

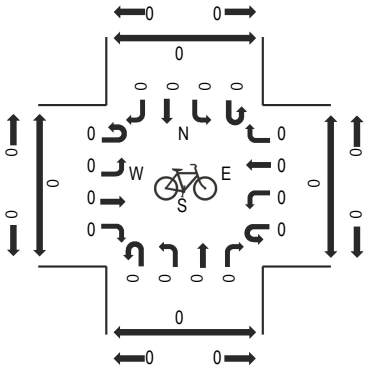
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 S RIDGEMARK DR & AIRLINE HWY PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

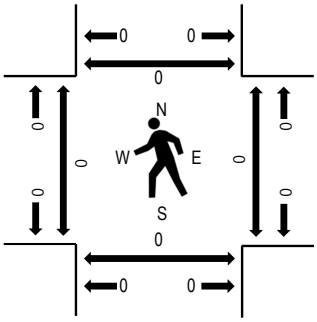
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AIRLINE HWY Eastbound				AIRLINE HWY Westbound				S RIDGEMARK DR Northbound				BEST RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	50	11	0	0	59	3	0	6	0	0	0	3	0	4	145	570	0	0	0	0
4:15 PM	0	1	46	12	0	1	78	2	0	10	0	0	0	0	1	0	151	538	0	0	0	0
4:30 PM	0	4	44	14	0	0	64	0	0	7	1	3	0	1	0	2	140	496	0	0	0	0
4:45 PM	0	4	48	11	0	1	50	3	0	10	0	3	0	0	0	4	134	476	0	0	0	0
5:00 PM	0	6	48	10	0	0	32	2	0	8	0	1	0	1	0	5	113	481	0	0	0	0
5:15 PM	0	5	46	13	0	0	27	1	0	8	1	2	0	2	0	4	109		0	0	0	0
5:30 PM	0	6	55	10	0	0	30	1	0	11	0	2	0	0	1	4	120		0	0	0	0
5:45 PM	0	4	62	11	0	0	38	1	0	17	0	3	0	2	0	1	139		0	0	0	0

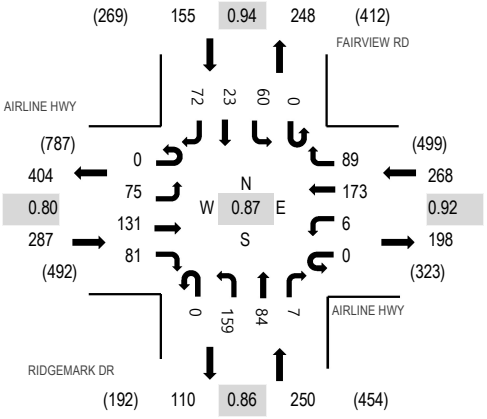
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	185	48	0	2	242	8	0	32	1	6	0	3	1	9	554
Mediums	0	1	2	0	0	0	9	0	0	1	0	0	0	1	0	1	15
Total	0	18	188	48	0	2	251	8	0	33	1	6	0	4	1	10	570

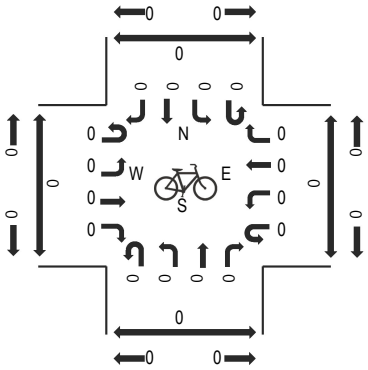
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 RIDGEMARK DR & AIRLINE HWY AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

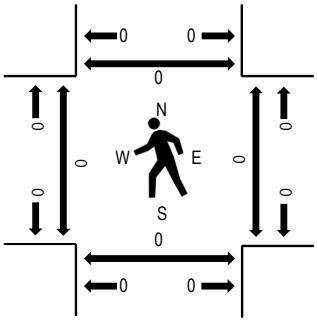
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AIRLINE HWY Eastbound				AIRLINE HWY Westbound				RIDGEMARK DR Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	14	11	0	1	53	12	0	24	18	0	0	7	2	14	169	853	0	0	0	0
7:15 AM	0	12	26	7	0	0	52	13	0	36	21	0	0	1	4	26	198	927	0	0	0	0
7:30 AM	0	20	29	21	0	1	39	21	0	31	16	1	0	15	3	12	209	960	0	0	0	0
7:45 AM	0	26	40	24	0	1	43	30	0	44	28	2	0	17	6	16	277	960	0	0	0	0
8:00 AM	0	16	32	15	0	3	46	22	0	37	27	3	0	15	9	18	243	861	0	0	0	0
8:15 AM	0	13	30	21	0	1	45	16	0	47	13	1	0	13	5	26	231		0	0	0	0
8:30 AM	0	7	26	26	0	0	46	10	0	40	13	0	0	12	8	21	209		0	0	0	0
8:45 AM	0	18	27	18	0	1	31	12	0	34	15	3	0	9	4	6	178		0	0	0	0

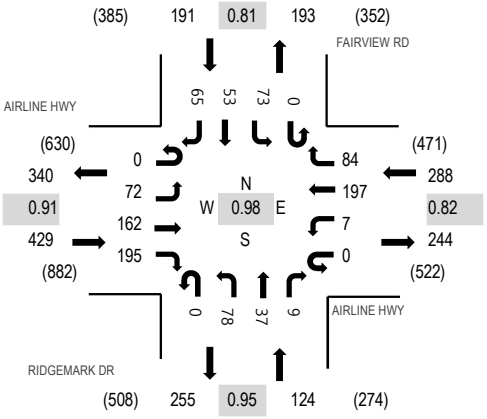
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	8	0	0	0	3	4	0	0	0	0	0	7	0	1	23
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	75	118	75	0	6	165	85	0	155	84	6	0	52	22	70	913
Mediums	0	0	5	6	0	0	5	0	0	4	0	1	0	1	1	1	24
Total	0	75	131	81	0	6	173	89	0	159	84	7	0	60	23	72	960

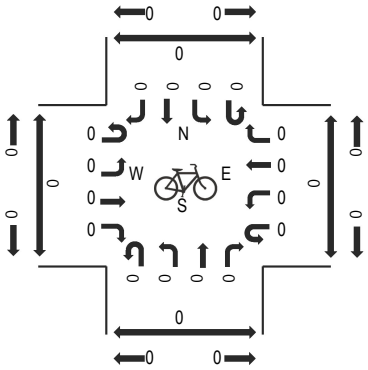
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 RIDGEMARK DR & AIRLINE HWY PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

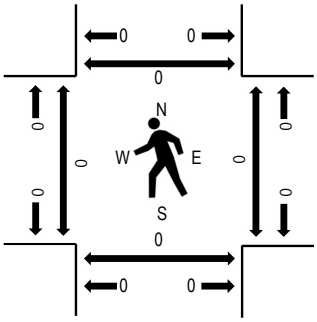
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AIRLINE HWY Eastbound				AIRLINE HWY Westbound				RIDGEMARK DR Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	21	47	50	0	1	46	18	0	14	7	1	0	18	11	19	253	1,032	0	0	0	0
4:15 PM	0	12	38	42	0	2	65	21	0	17	11	3	0	16	10	20	257	1,025	0	0	0	0
4:30 PM	0	17	40	53	0	4	44	24	0	21	9	2	0	19	14	12	259	995	0	0	0	0
4:45 PM	0	22	37	50	0	0	42	21	0	26	10	3	0	20	18	14	263	997	0	0	0	0
5:00 PM	0	26	46	41	0	1	35	10	0	30	9	1	0	16	17	14	246	980	0	0	0	0
5:15 PM	0	13	53	47	0	0	33	5	0	25	10	1	0	10	22	8	227		0	0	0	0
5:30 PM	0	13	55	59	0	1	29	16	0	27	12	2	0	17	14	16	261		0	0	0	0
5:45 PM	0	20	48	32	0	2	37	14	0	21	11	1	0	28	17	15	246		0	0	0	0

Peak Rolling Hour Flow Rates

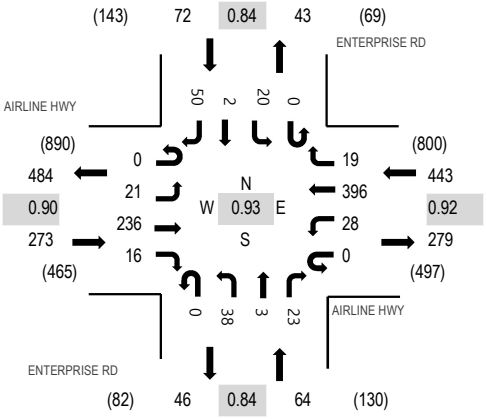
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	71	160	192	0	6	192	80	0	76	37	8	0	72	53	63	1,010
Mediums	0	0	1	3	0	1	5	3	0	2	0	1	0	1	0	1	18
Total	0	72	162	195	0	7	197	84	0	78	37	9	0	73	53	65	1,032

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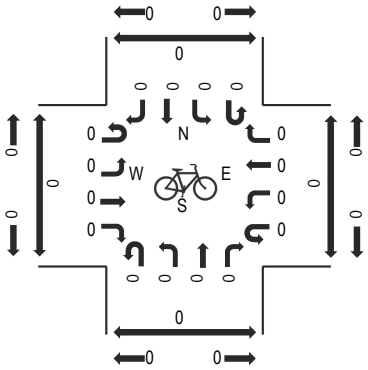
(303) 216-2439
www.alltrafficdata.net

Location: 3 ENTERPRISE RD & AIRLINE HWY AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

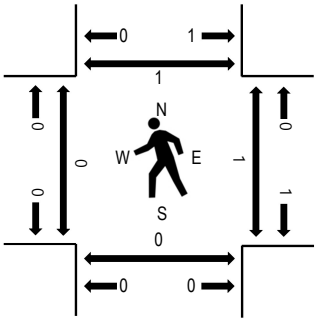
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AIRLINE HWY Eastbound				AIRLINE HWY Westbound				ENTERPRISE RD Northbound				ENTERPRISE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	26	5	0	3	85	2	0	7	0	7	0	4	0	15	155	756	0	0	0	0
7:15 AM	0	3	39	1	0	7	100	3	0	8	1	9	0	2	2	14	189	797	0	0	0	0
7:30 AM	0	5	48	3	0	3	73	5	0	7	2	13	0	9	2	14	184	830	0	0	0	0
7:45 AM	0	3	68	2	0	7	99	4	0	11	2	10	0	9	1	12	228	852	0	1	0	1
8:00 AM	0	5	49	5	0	5	97	4	0	7	1	5	0	7	0	11	196	782	0	0	0	0
8:15 AM	0	7	57	1	0	5	111	5	0	14	0	5	0	2	0	15	222		0	0	0	0
8:30 AM	0	6	62	8	0	11	89	6	0	6	0	3	0	2	1	12	206		0	0	0	0
8:45 AM	0	3	52	6	0	3	73	0	0	7	1	4	0	5	1	3	158		0	0	0	0

Peak Rolling Hour Flow Rates

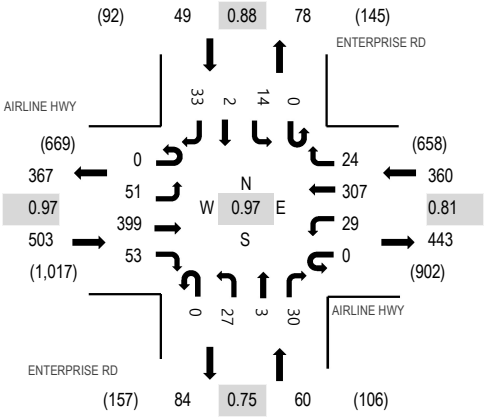
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	17
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	218	15	0	25	380	19	0	38	2	21	0	19	2	50	810
Mediums	0	0	9	1	0	3	8	0	0	0	1	2	0	1	0	0	25
Total	0	21	236	16	0	28	396	19	0	38	3	23	0	20	2	50	852

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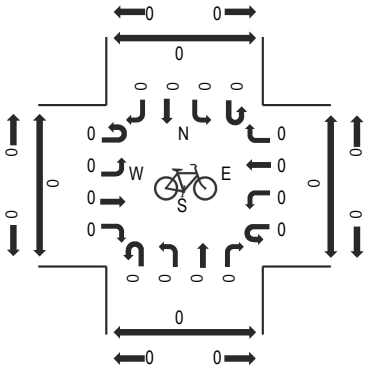
(303) 216-2439
www.alltrafficdata.net

Location: 3 ENTERPRISE RD & AIRLINE HWY PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

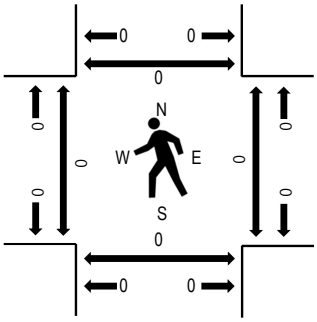
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AIRLINE HWY Eastbound				AIRLINE HWY Westbound				ENTERPRISE RD Northbound				ENTERPRISE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	104	16	0	6	66	6	0	8	0	12	0	6	0	6	240	972	0	0	0	0
4:15 PM	0	15	89	10	0	12	94	6	0	5	1	6	0	3	1	8	250	961	0	0	0	0
4:30 PM	0	12	96	14	0	4	76	4	0	6	1	7	0	1	0	10	231	931	0	0	0	0
4:45 PM	0	14	110	13	0	7	71	8	0	8	1	5	0	4	1	9	251	933	0	0	0	0
5:00 PM	0	12	108	11	0	6	71	6	0	5	0	5	0	1	0	4	229	901	0	0	0	0
5:15 PM	0	14	101	13	0	5	62	1	0	6	0	8	0	5	0	5	220		0	0	0	0
5:30 PM	0	11	112	15	0	5	64	4	0	2	0	9	0	3	0	8	233		0	0	0	0
5:45 PM	0	12	93	12	0	5	62	7	0	5	0	6	0	8	1	8	219		0	0	0	1

Peak Rolling Hour Flow Rates

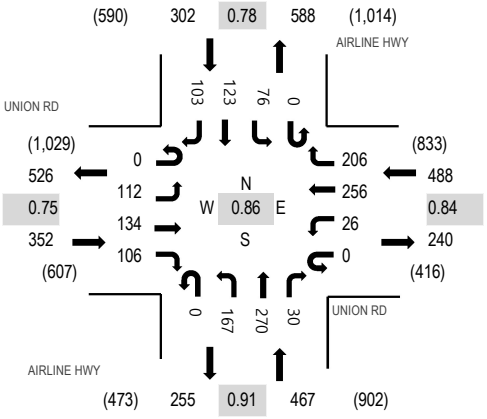
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0	0	0	0	1	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	51	396	53	0	27	299	24	0	27	3	28	0	12	2	33	955
Mediums	0	0	2	0	0	2	6	0	0	0	0	1	0	2	0	0	13
Total	0	51	399	53	0	29	307	24	0	27	3	30	0	14	2	33	972

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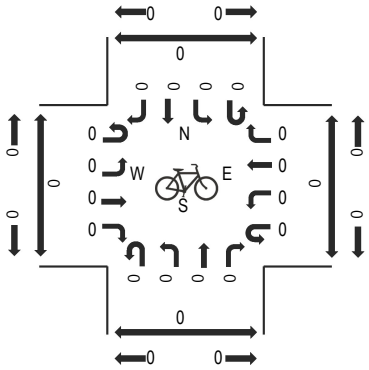
(303) 216-2439
www.alltrafficdata.net

Location: 4 AIRLINE HWY & UNION RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

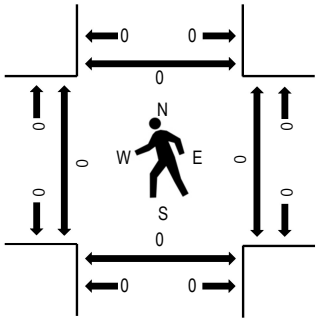
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	UNION RD Eastbound				UNION RD Westbound				AIRLINE HWY Northbound				AIRLINE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	15	18	19	0	2	70	33	0	57	46	3	0	5	12	24	304	1,514	0	0	0	0
7:15 AM	0	18	13	15	0	4	59	31	0	65	57	3	0	19	24	28	336	1,553	0	0	0	0
7:30 AM	0	17	57	28	0	8	77	56	0	34	48	8	0	32	23	16	404	1,609	0	0	0	0
7:45 AM	0	43	44	31	0	8	74	63	0	38	74	15	0	18	33	29	470	1,598	0	0	0	0
8:00 AM	0	33	19	24	0	5	42	42	0	42	65	6	0	12	35	18	343	1,418	0	0	0	0
8:15 AM	0	19	14	23	0	5	63	45	0	53	83	1	0	14	32	40	392		0	0	0	0
8:30 AM	0	25	33	23	0	4	53	28	0	51	62	6	0	27	53	28	393		0	0	0	0
8:45 AM	0	19	31	26	0	7	25	29	0	21	63	1	0	17	29	22	290		0	0	0	0

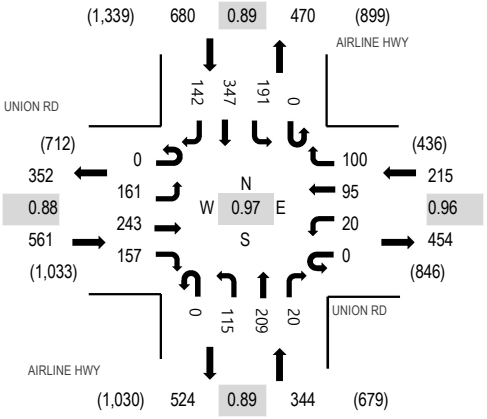
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	5	0	0	4	0	0	3	2	0	0	0	4	1	22
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	107	124	95	0	23	247	205	0	160	264	29	0	74	115	99	1,542
Mediums	0	5	7	6	0	3	5	1	0	4	4	1	0	2	4	3	45
Total	0	112	134	106	0	26	256	206	0	167	270	30	0	76	123	103	1,609

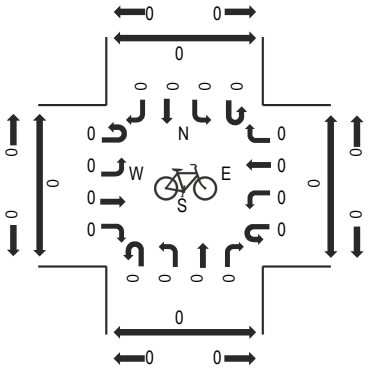
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(303) 216-2439
www.alltrafficdata.net

Location: 4 AIRLINE HWY & UNION RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

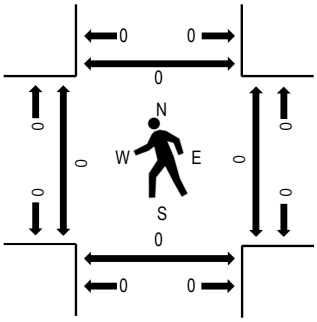
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	UNION RD Eastbound				UNION RD Westbound				AIRLINE HWY Northbound				AIRLINE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	36	52	29	0	4	26	24	0	26	51	7	0	46	95	30	426	1,776	0	0	0	0
4:15 PM	0	36	54	33	0	4	22	31	0	46	54	5	0	44	79	35	443	1,784	0	0	0	0
4:30 PM	0	45	54	35	0	7	19	18	0	30	57	9	0	40	89	39	442	1,800	0	0	0	0
4:45 PM	0	43	72	44	0	7	23	28	0	31	55	4	0	42	86	30	465	1,758	0	0	0	0
5:00 PM	0	32	62	41	0	3	32	24	0	29	46	3	0	58	77	27	434	1,711	0	0	0	0
5:15 PM	0	41	55	37	0	3	21	30	0	25	51	4	0	51	95	46	459		0	0	0	0
5:30 PM	0	30	35	40	0	6	23	31	0	29	36	1	0	47	94	28	400		0	0	0	0
5:45 PM	0	25	59	43	0	5	21	24	0	27	51	2	0	40	74	47	418		0	0	0	0

Peak Rolling Hour Flow Rates

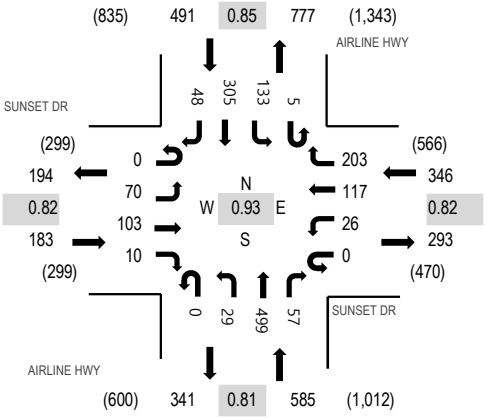
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	160	242	154	0	20	94	100	0	112	208	20	0	190	346	138	1,784
Mediums	0	1	1	1	0	0	1	0	0	2	1	0	0	1	1	4	13
Total	0	161	243	157	0	20	95	100	0	115	209	20	0	191	347	142	1,800

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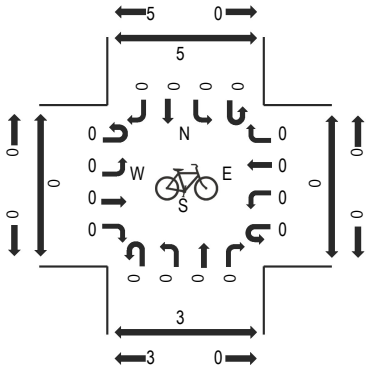
(303) 216-2439
www.alltrafficdata.net

Location: 5 AIRLINE HWY & SUNSET DR AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

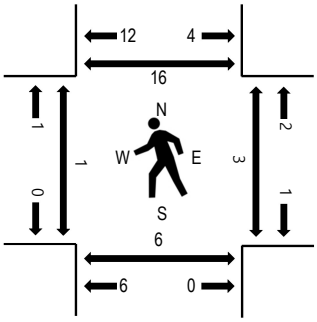
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SUNSET DR Eastbound				SUNSET DR Westbound				AIRLINE HWY Northbound				AIRLINE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	10	0	0	1	13	26	0	0	91	6	0	17	42	5	224	1,246	0	1	0	6
7:15 AM	0	8	14	0	0	6	21	34	0	3	91	8	0	16	66	5	272	1,401	0	0	0	0
7:30 AM	0	13	15	4	0	8	23	42	0	1	106	5	0	28	70	4	319	1,534	0	0	2	0
7:45 AM	0	13	28	3	0	8	18	79	0	7	164	13	0	29	61	8	431	1,605	0	0	4	3
8:00 AM	0	15	25	2	0	5	33	39	0	8	117	16	0	37	73	9	379	1,466	0	2	1	5
8:15 AM	0	18	21	2	0	7	30	41	0	8	131	17	1	33	79	17	405		0	1	0	7
8:30 AM	0	24	29	3	0	6	36	44	0	6	87	11	4	34	92	14	390		1	0	1	1
8:45 AM	0	15	22	2	0	5	11	30	0	8	96	12	1	24	55	11	292		0	0	1	1

Peak Rolling Hour Flow Rates

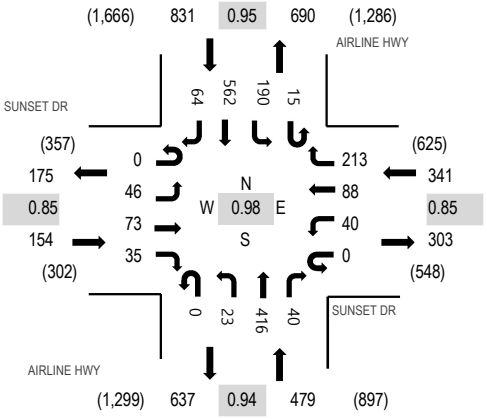
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	1	11
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	70	97	10	0	26	113	202	0	29	487	57	5	131	289	45	1,561
Mediums	0	0	6	0	0	0	4	1	0	0	8	0	0	2	10	2	33
Total	0	70	103	10	0	26	117	203	0	29	499	57	5	133	305	48	1,605

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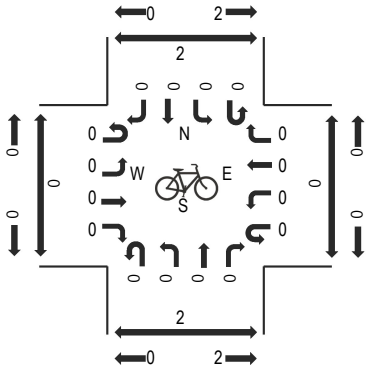
(303) 216-2439
www.alltrafficdata.net

Location: 5 AIRLINE HWY & SUNSET DR PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

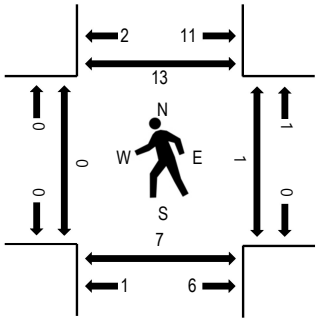
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SUNSET DR Eastbound				SUNSET DR Westbound				AIRLINE HWY Northbound				AIRLINE HWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	19	9	0	5	24	56	0	4	102	9	4	45	155	18	462	1,805	0	0	2	1
4:15 PM	0	10	16	5	0	8	17	39	0	6	114	8	5	50	136	8	422	1,777	0	0	3	0
4:30 PM	0	8	24	11	0	18	27	58	0	5	97	9	3	49	134	16	459	1,804	0	0	1	6
4:45 PM	0	16	14	10	0	9	20	60	0	8	103	14	3	46	137	22	462	1,755	0	1	1	6
5:00 PM	0	10	18	10	0	11	26	46	0	14	79	6	2	44	150	18	434	1,685	0	0	0	1
5:15 PM	0	13	13	7	0	7	18	50	0	4	107	6	5	37	164	18	449		0	0	0	7
5:30 PM	0	17	21	8	0	7	17	43	0	4	88	4	2	42	142	15	410		0	0	0	4
5:45 PM	0	11	14	6	0	9	21	29	0	4	94	8	0	32	141	23	392		1	0	0	3

Peak Rolling Hour Flow Rates

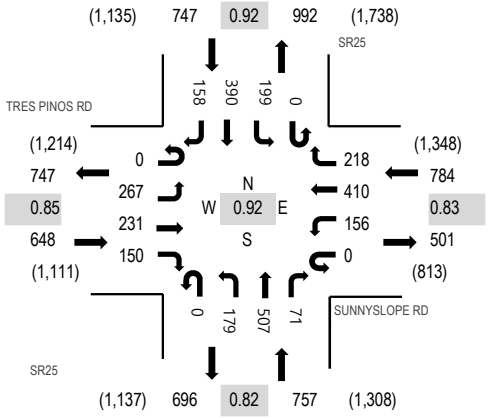
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	45	70	35	0	39	85	213	0	22	409	40	15	189	559	64	1,785
Mediums	0	1	3	0	0	1	3	0	0	0	7	0	0	1	3	0	19
Total	0	46	73	35	0	40	88	213	0	23	416	40	15	190	562	64	1,805

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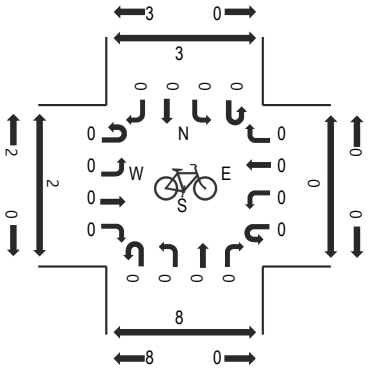
(303) 216-2439
www.alltrafficdata.net

Location: 6 SR25 & SUNNYSLOPE RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

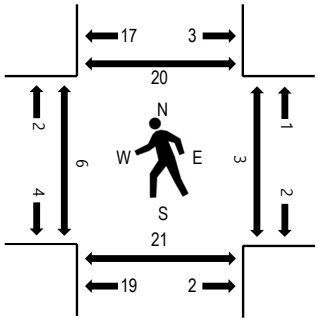
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TRES PINOS RD Eastbound				SUNNYSLOPE RD Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	46	21	19	0	32	63	28	0	17	86	10	0	11	33	16	382	2,136	0	0	1	0
7:15 AM	0	43	50	25	0	32	110	42	0	20	89	8	0	19	54	13	505	2,414	1	2	2	0
7:30 AM	0	45	61	28	0	16	64	50	0	30	110	13	0	22	70	16	525	2,710	1	0	4	1
7:45 AM	0	63	60	31	0	28	73	71	0	40	166	24	0	62	85	21	724	2,936	0	1	0	3
8:00 AM	0	65	43	32	0	47	105	41	0	29	98	17	0	38	102	43	660	2,766	4	0	7	5
8:15 AM	0	65	60	39	0	44	134	59	0	57	129	11	0	48	108	47	801		1	1	11	6
8:30 AM	0	74	68	48	0	37	98	47	0	53	114	19	0	51	95	47	751		1	1	3	6
8:45 AM	0	42	50	33	0	24	54	49	0	35	116	17	0	30	75	29	554		0	0	3	0

Peak Rolling Hour Flow Rates

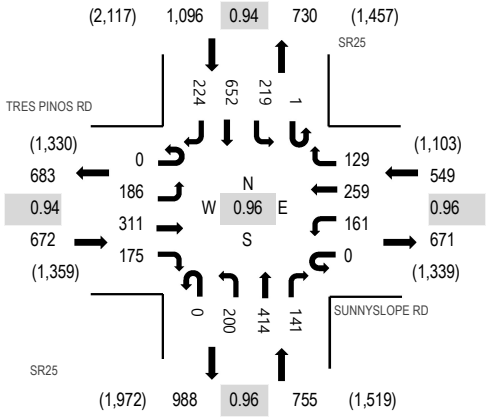
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	4	0	0	0	6	3	14
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	259	231	150	0	154	404	215	0	178	492	70	0	196	373	149	2,871
Mediums	0	7	0	0	0	2	6	3	0	1	11	1	0	3	11	6	51
Total	0	267	231	150	0	156	410	218	0	179	507	71	0	199	390	158	2,936

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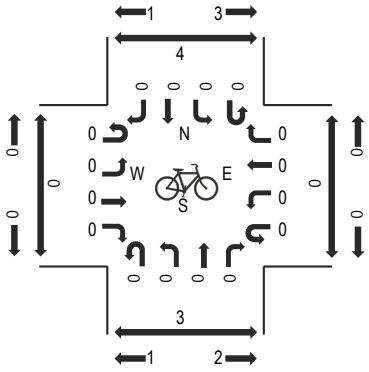
(303) 216-2439
www.alltrafficdata.net

Location: 6 SR25 & SUNNYSLOPE RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

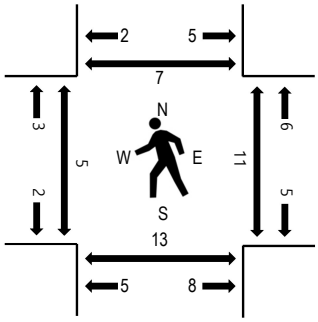
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TRES PINOS RD Eastbound				SUNNYSLOPE RD Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	41	85	54	0	41	65	26	0	53	134	27	0	50	172	51	799	3,051	2	0	3	3
4:15 PM	0	40	74	46	0	52	52	23	0	53	114	42	0	47	155	52	750	3,018	1	0	4	2
4:30 PM	0	47	86	41	0	36	57	33	0	56	98	43	0	48	144	64	753	3,072	2	2	2	1
4:45 PM	0	43	63	49	0	39	63	31	0	53	114	33	0	50	155	56	749	3,026	1	2	5	1
5:00 PM	0	48	70	42	0	50	62	33	0	40	90	40	1	62	175	53	766	3,047	0	6	3	3
5:15 PM	0	48	92	43	0	36	77	32	0	51	112	25	0	59	178	51	804		2	1	3	2
5:30 PM	0	41	86	39	1	40	69	32	0	39	85	35	0	44	149	47	707		1	2	2	0
5:45 PM	0	48	83	50	0	41	77	35	0	44	108	30	0	64	145	45	770		0	1	3	1

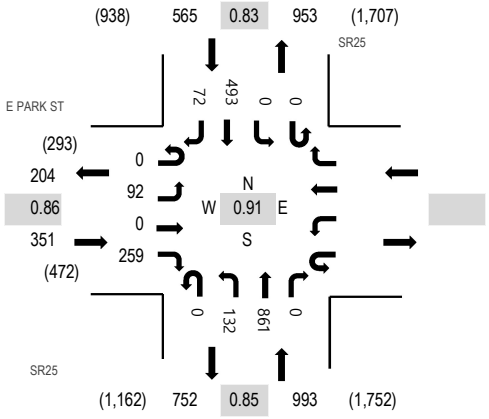
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	185	310	175	0	160	259	129	0	200	410	141	1	218	649	222	3,059
Mediums	0	0	1	0	0	1	0	0	0	0	2	0	0	1	2	2	9
Total	0	186	311	175	0	161	259	129	0	200	414	141	1	219	652	224	3,072

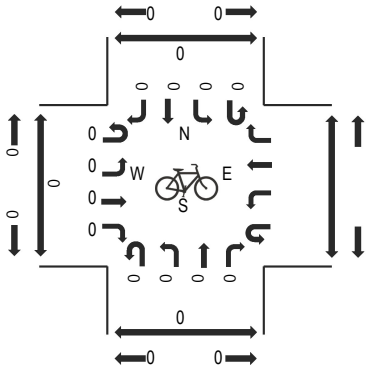
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 SR25 & E PARK ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

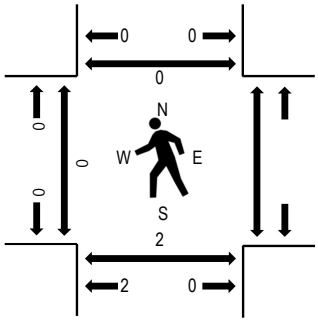
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E PARK ST Eastbound				Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	0	9					0	7	157	0	0	0	52	7	239	1,366	0		0	0
7:15 AM	0	18	0	21					0	8	170	0	0	0	74	8	299	1,555	0		0	0
7:30 AM	0	11	0	14					0	11	195	0	0	0	93	11	335	1,783	0		0	0
7:45 AM	0	20	0	47					0	24	268	0	0	0	122	12	493	1,909	0		0	0
8:00 AM	0	26	0	67					0	21	177	0	0	0	118	19	428	1,796	0		2	0
8:15 AM	0	27	0	75					0	48	207	0	0	0	143	27	527		0		0	0
8:30 AM	0	19	0	70					0	39	209	0	0	0	110	14	461		0		0	0
8:45 AM	0	15	0	26					0	30	181	0	0	0	121	7	380		0		0	0

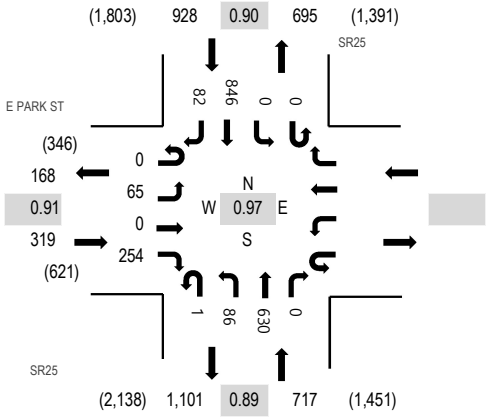
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	2					0	0	7	0	0	0	9	0	20
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	89	0	248					0	127	839	0	0	0	471	71	1,845
Mediums	0	1	0	9					0	5	15	0	0	0	13	1	44
Total	0	92	0	259					0	132	861	0	0	0	493	72	1,909

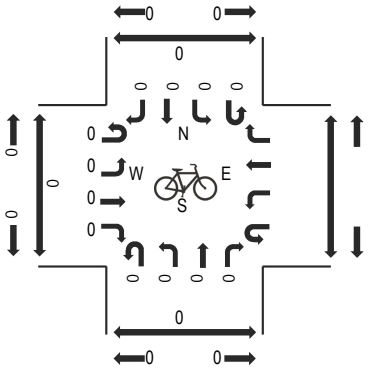
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 SR25 & E PARK ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

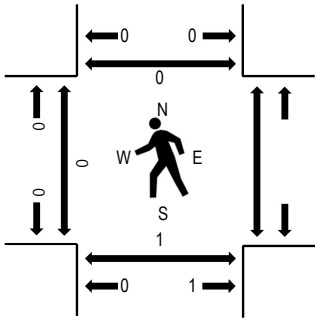
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E PARK ST Eastbound				Westbound				SR25 Northbound				SR25 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	22	0	61					1	30	175	0	0	0	200	16	505	1,937	0		1	0
4:15 PM	0	15	0	57					0	25	142	0	0	0	197	18	454	1,936	0		1	0
4:30 PM	0	14	0	62					0	17	162	0	0	0	218	27	500	1,964	0		1	0
4:45 PM	0	15	0	67					0	28	156	0	0	0	196	16	478	1,936	0		0	0
5:00 PM	0	21	0	52					0	17	155	0	0	0	238	21	504	1,938	0		0	0
5:15 PM	0	15	0	73					1	24	157	0	0	0	194	18	482		0		0	0
5:30 PM	0	18	0	55					1	24	146	0	0	0	209	19	472		0		0	0
5:45 PM	0	13	0	61					0	25	165	0	0	0	195	21	480		0		0	0

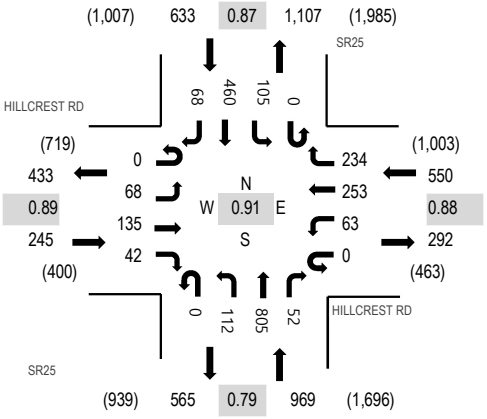
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	3	0	0	0	0	0	3
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	65	0	254					1	86	625	0	0	0	842	82	1,955
Mediums	0	0	0	0					0	0	2	0	0	0	4	0	6
Total	0	65	0	254					1	86	630	0	0	0	846	82	1,964

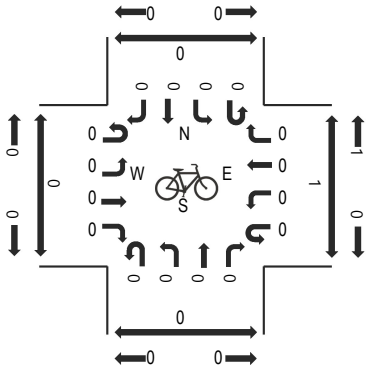
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 8 SR25 & HILLCREST RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

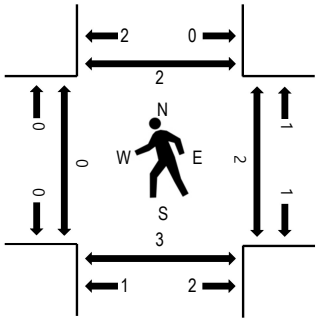
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HILLCREST RD Eastbound				HILLCREST RD Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	14	4	0	9	34	55	0	4	152	5	0	12	43	4	338	1,892	0	1	0	1
7:15 AM	0	6	10	5	0	7	55	53	0	13	173	6	0	5	68	6	407	2,133	0	0	1	0
7:30 AM	0	11	35	10	0	16	54	59	0	24	156	9	0	20	85	10	489	2,327	0	0	1	1
7:45 AM	0	15	29	15	0	15	63	80	0	36	259	11	0	30	95	10	658	2,397	0	1	0	2
8:00 AM	0	12	35	13	0	16	67	53	0	22	171	16	0	34	122	18	579	2,214	0	1	2	0
8:15 AM	0	25	33	11	0	19	61	56	0	22	180	13	0	27	132	22	601		0	0	1	0
8:30 AM	0	16	38	3	0	13	62	45	0	32	195	12	0	14	111	18	559		0	0	0	0
8:45 AM	0	9	34	15	0	8	54	49	0	22	153	10	0	11	104	6	475		0	0	0	0

Peak Rolling Hour Flow Rates

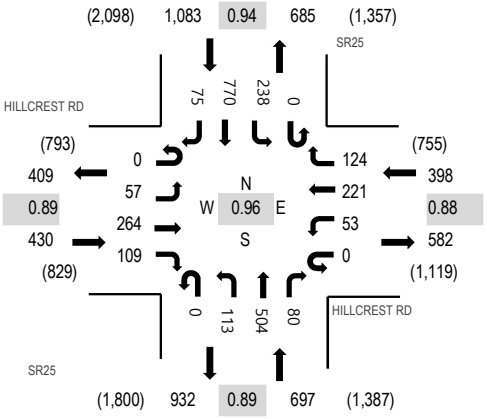
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	1	1	0	1	0	0	0	0	7	0	0	0	10	2	25
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	62	132	40	0	62	251	228	0	111	784	51	0	103	443	63	2,330
Mediums	0	3	2	1	0	0	2	6	0	1	14	1	0	2	7	3	42
Total	0	68	135	42	0	63	253	234	0	112	805	52	0	105	460	68	2,397

All Traffic Data Services Inc.

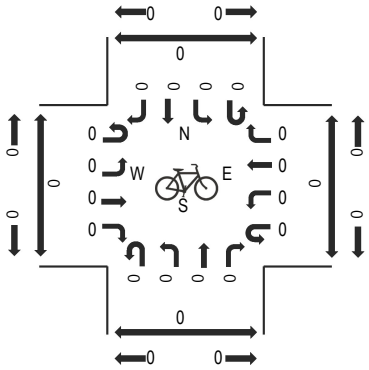
(303) 216-2439
www.alltrafficdata.net

Location: 8 SR25 & HILLCREST RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

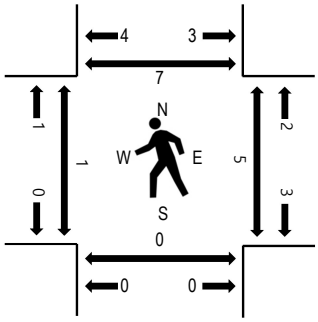
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HILLCREST RD Eastbound				HILLCREST RD Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	60	24	0	8	50	27	0	36	143	19	0	52	175	17	621	2,478	0	0	0	0
4:15 PM	0	18	60	23	0	10	48	27	0	17	128	14	0	46	190	10	591	2,536	0	0	0	1
4:30 PM	0	13	58	27	0	15	39	31	0	32	112	10	0	63	206	17	623	2,608	1	0	0	2
4:45 PM	0	10	67	21	0	9	65	25	0	36	132	25	0	53	184	16	643	2,584	0	1	0	5
5:00 PM	0	21	68	35	0	15	53	32	0	18	118	31	0	64	203	21	679	2,591	0	2	0	0
5:15 PM	0	13	71	26	0	14	64	36	0	27	142	14	0	58	177	21	663		0	2	0	0
5:30 PM	0	17	73	20	0	9	47	20	0	26	109	13	0	62	194	9	599		1	2	0	2
5:45 PM	1	14	54	25	0	10	71	30	0	38	129	18	0	66	180	14	650		0	0	0	0

Peak Rolling Hour Flow Rates

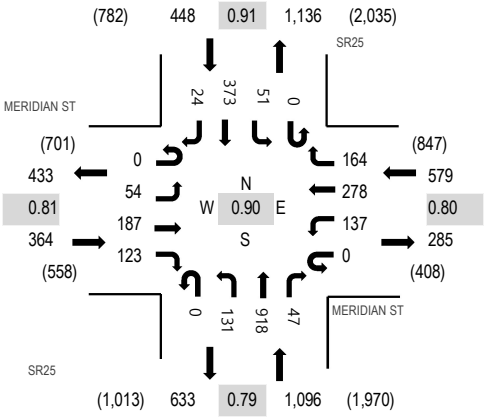
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	57	264	109	0	53	220	122	0	113	500	80	0	234	763	74	2,589
Mediums	0	0	0	0	0	0	1	2	0	0	1	0	0	4	6	1	15
Total	0	57	264	109	0	53	221	124	0	113	504	80	0	238	770	75	2,608

All Traffic Data Services Inc.

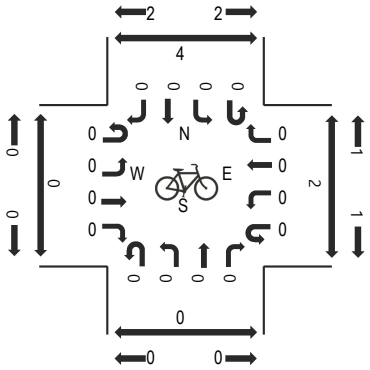
(303) 216-2439
www.alltrafficdata.net

Location: 9 SR25 & MERIDIAN ST AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

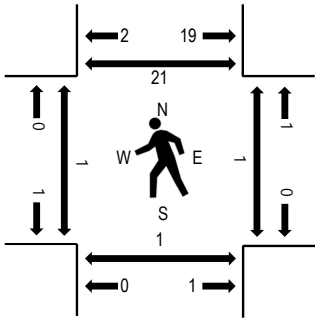
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MERIDIAN ST Eastbound				MERIDIAN ST Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	25	19	0	3	21	24	0	14	192	0	1	11	43	4	362	1,890	0	0	0	0
7:15 AM	0	6	12	19	0	6	35	32	0	26	195	3	0	8	54	5	401	2,087	0	1	0	0
7:30 AM	0	12	18	28	0	8	41	29	0	36	190	4	0	7	79	4	456	2,374	0	1	0	2
7:45 AM	0	20	26	46	0	15	56	45	0	50	290	7	0	14	97	5	671	2,487	0	1	0	7
8:00 AM	0	11	48	30	0	29	60	44	0	21	195	11	0	9	95	6	559	2,267	0	0	0	5
8:15 AM	0	10	71	32	0	51	88	41	0	28	229	14	0	15	107	2	688		1	0	1	8
8:30 AM	0	13	42	15	0	42	74	34	0	32	204	15	0	13	74	11	569		0	0	0	1
8:45 AM	0	9	19	22	0	7	32	30	0	36	174	4	0	12	92	14	451		0	0	0	2

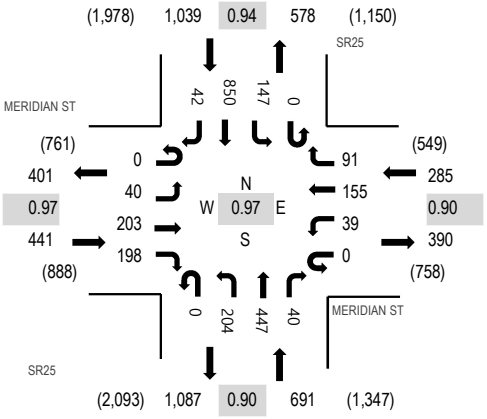
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	11	0	0	0	11	1	25
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	53	183	120	0	136	277	162	0	124	891	47	0	48	352	23	2,416
Mediums	0	0	4	2	0	1	1	2	0	7	16	0	0	3	10	0	46
Total	0	54	187	123	0	137	278	164	0	131	918	47	0	51	373	24	2,487

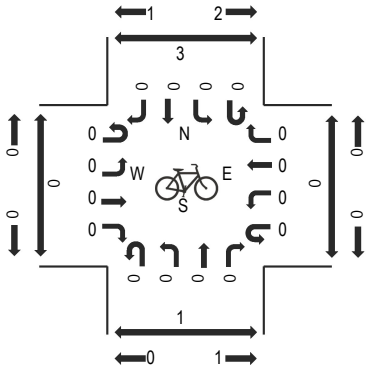
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 9 SR25 & MERIDIAN ST PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

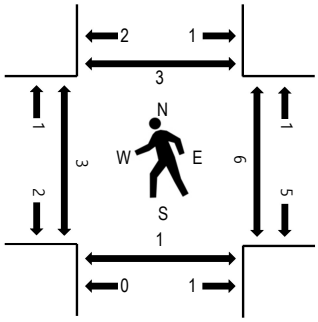
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MERIDIAN ST Eastbound				MERIDIAN ST Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	42	51	0	15	36	31	0	45	121	6	0	42	184	6	588	2,338	0	0	0	4
4:15 PM	0	7	52	42	0	11	27	17	0	40	120	10	0	39	189	7	561	2,382	0	0	0	2
4:30 PM	0	7	47	45	0	9	49	21	0	42	112	8	0	38	220	8	606	2,456	0	1	0	2
4:45 PM	0	14	50	45	0	9	35	24	0	68	97	6	0	32	195	8	583	2,411	0	0	0	0
5:00 PM	0	6	49	64	0	11	37	21	0	50	102	15	0	43	217	17	632	2,424	3	1	0	1
5:15 PM	0	13	57	44	0	10	34	25	0	44	136	11	0	34	218	9	635		0	4	1	0
5:30 PM	0	11	54	56	0	4	37	22	0	49	91	8	0	33	187	9	561		0	1	0	1
5:45 PM	0	13	51	59	0	8	37	19	1	49	110	6	1	25	199	18	596		0	2	0	3

Peak Rolling Hour Flow Rates

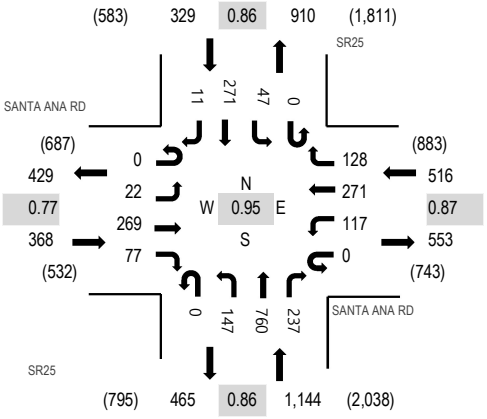
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	39	200	197	0	38	152	90	0	204	437	40	0	147	841	42	2,427
Mediums	0	1	3	1	0	1	3	1	0	0	7	0	0	0	7	0	24
Total	0	40	203	198	0	39	155	91	0	204	447	40	0	147	850	42	2,456

All Traffic Data Services Inc.

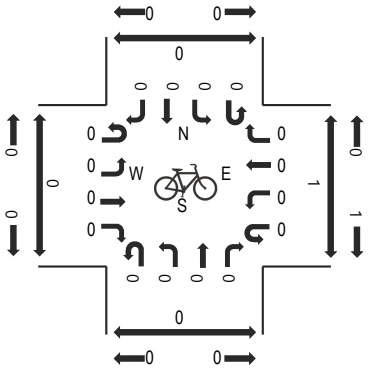
(303) 216-2439
www.alltrafficdata.net

Location: 10 SR25 & SANTA ANA RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

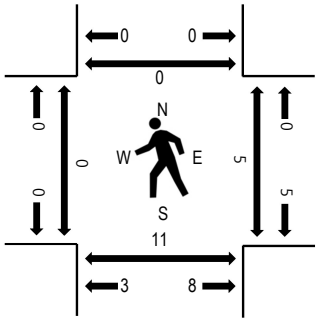
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA ANA RD Eastbound				SANTA ANA RD Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	10	15	9	0	9	26	34	0	17	193	9	0	12	45	0	379	1,848	0	0	1	0
7:15 AM	0	7	17	7	0	14	33	46	0	19	207	14	0	7	45	1	417	2,040	0	0	0	0
7:30 AM	0	8	32	16	0	18	44	28	0	19	177	25	0	10	55	2	434	2,224	0	0	3	0
7:45 AM	0	8	53	22	0	26	59	37	0	40	240	52	0	9	71	1	618	2,357	0	0	6	0
8:00 AM	0	7	58	17	0	33	64	35	0	32	185	61	0	9	66	4	571	2,188	0	1	1	0
8:15 AM	0	4	90	26	0	22	68	24	0	38	172	61	0	17	75	4	601		0	4	3	0
8:30 AM	0	3	68	12	0	36	80	32	0	37	163	63	0	12	59	2	567		0	0	1	0
8:45 AM	0	1	25	17	0	27	58	30	0	37	160	17	0	7	68	2	449		0	0	1	0

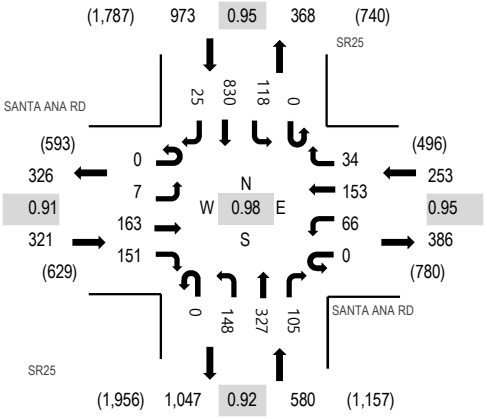
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	3	0	0	11	1	0	2	12	0	29
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	264	73	0	117	270	124	0	146	733	235	0	44	250	11	2,288
Mediums	0	1	5	4	0	0	1	1	0	1	16	1	0	1	9	0	40
Total	0	22	269	77	0	117	271	128	0	147	760	237	0	47	271	11	2,357

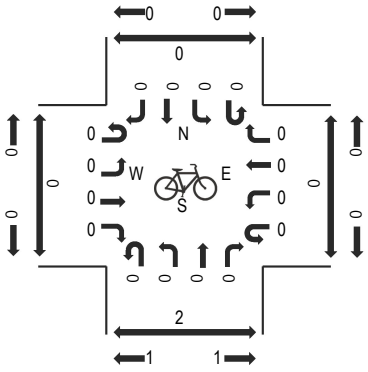
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 10 SR25 & SANTA ANA RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

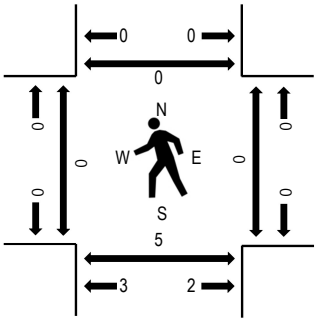
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA ANA RD Eastbound				SANTA ANA RD Westbound				SR25 Northbound				SR25 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	38	21	0	16	38	12	0	37	96	25	0	23	186	3	499	2,054	0	1	7	0
4:15 PM	0	1	45	29	0	21	32	7	0	28	95	24	0	19	182	8	491	2,088	0	0	1	0
4:30 PM	0	2	30	42	0	15	45	7	0	41	85	22	0	25	223	8	545	2,127	0	0	0	0
4:45 PM	0	1	43	43	0	12	46	11	0	37	72	21	0	37	188	8	519	2,062	0	0	2	0
5:00 PM	0	2	49	35	0	20	28	10	0	33	70	30	0	33	218	5	533	2,015	0	0	3	0
5:15 PM	0	2	41	31	0	19	34	6	0	37	100	32	0	23	201	4	530		0	0	0	0
5:30 PM	0	5	48	40	0	18	34	4	0	18	75	39	0	15	178	6	480		0	0	5	0
5:45 PM	0	3	42	32	0	18	30	13	0	29	57	54	0	22	168	4	472		0	0	6	0

Peak Rolling Hour Flow Rates

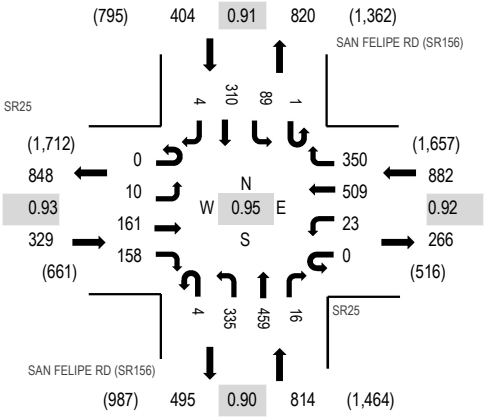
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	161	147	0	66	153	32	0	146	317	104	0	115	822	25	2,095
Mediums	0	0	2	4	0	0	0	2	0	2	6	1	0	2	8	0	27
Total	0	7	163	151	0	66	153	34	0	148	327	105	0	118	830	25	2,127

All Traffic Data Services Inc.

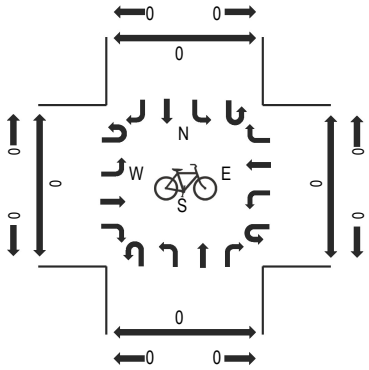
(303) 216-2439
www.alltrafficdata.net

Location: 5 SAN FELIPE RD (SR156) & SR25 AM
Date: Tuesday, November 6, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

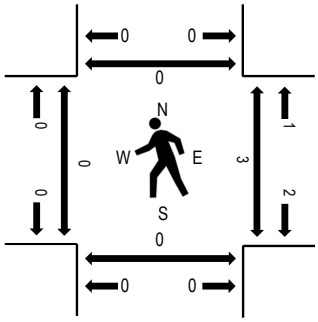
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SR25 Eastbound				SR25 Westbound				SAN FELIPE RD (SR156) Northbound				SAN FELIPE RD (SR156) Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	33	27	1	2	161	62	0	66	54	2	3	16	86	4	521	2,369	0	0	0	0
7:15 AM	0	2	31	40	0	5	154	86	1	102	88	3	0	21	90	0	623	2,429	0	0	0	0
7:30 AM	0	3	41	41	0	9	126	84	1	80	118	4	0	20	56	1	584	2,382	0	1	0	0
7:45 AM	0	4	46	41	0	5	99	108	0	71	151	3	0	25	87	1	641	2,387	0	0	0	0
8:00 AM	0	1	43	36	0	4	130	72	2	82	102	6	1	23	77	2	581	2,208	0	2	0	0
8:15 AM	0	0	51	44	0	5	138	48	0	92	84	1	0	17	96	0	576		0	0	0	0
8:30 AM	0	0	51	38	1	7	143	68	0	86	106	8	1	7	73	0	589		0	1	0	0
8:45 AM	0	2	43	39	0	6	95	38	0	77	72	2	0	17	69	2	462		0	1	0	0

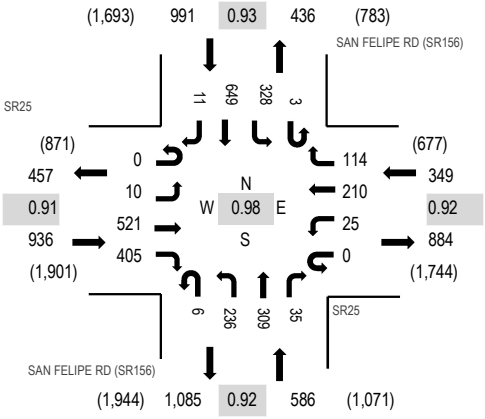
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	7	3	0	0	3	4	0	25
Lights	0	10	146	146	0	23	499	346	4	323	450	16	1	82	299	4	2,349
Mediums	0	0	11	12	0	0	6	4	0	5	6	0	0	4	7	0	55
Total	0	10	161	158	0	23	509	350	4	335	459	16	1	89	310	4	2,429

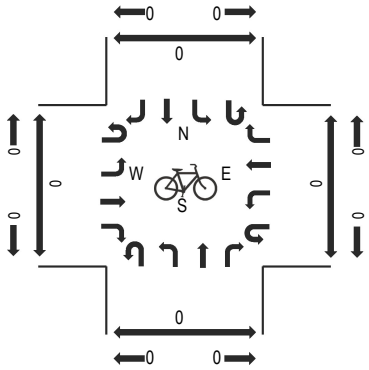
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 5 SAN FELIPE RD (SR156) & SR25 PM
Date: Tuesday, November 6, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

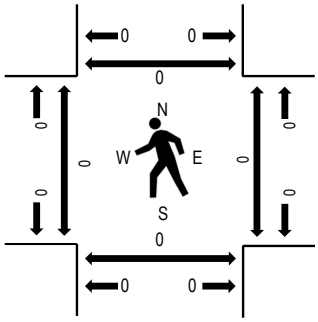
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SR25 Eastbound				SR25 Westbound				SAN FELIPE RD (SR156) Northbound				SAN FELIPE RD (SR156) Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	123	112	0	8	55	34	0	63	76	6	0	47	118	2	645	2,726	0	0	0	0
4:15 PM	0	7	155	108	0	6	59	18	0	54	61	6	1	61	118	1	655	2,810	0	0	0	0
4:30 PM	0	3	121	108	0	7	56	28	1	40	78	4	3	78	168	2	697	2,862	0	0	0	0
4:45 PM	0	3	139	105	0	5	47	34	1	70	79	11	0	69	163	3	729	2,768	0	0	0	0
5:00 PM	0	2	128	100	0	7	55	26	1	50	84	11	0	100	162	3	729	2,616	0	0	0	0
5:15 PM	0	2	133	92	0	6	52	26	3	76	68	9	0	81	156	3	707		0	0	0	0
5:30 PM	0	3	125	80	0	8	53	28	2	49	57	20	0	69	108	1	603		0	0	0	0
5:45 PM	0	5	158	88	0	3	42	14	1	35	42	13	0	77	99	0	577		0	0	0	0

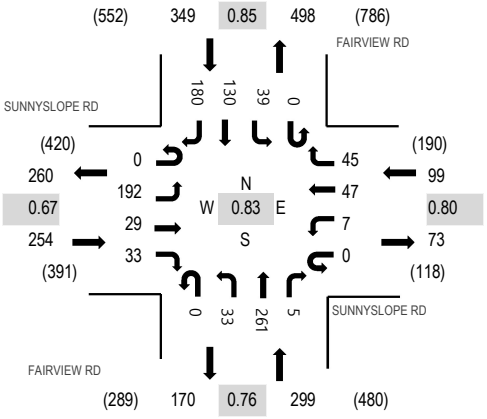
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	2	1	0	0	1	0	0	7
Lights	0	10	516	404	0	25	207	112	6	231	304	35	3	326	645	11	2,835
Mediums	0	0	3	1	0	0	2	2	0	3	4	0	0	1	4	0	20
Total	0	10	521	405	0	25	210	114	6	236	309	35	3	328	649	11	2,862

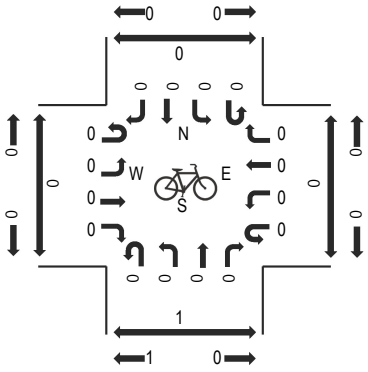
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 FAIRVIEW RD & SUNNYSLOPE RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

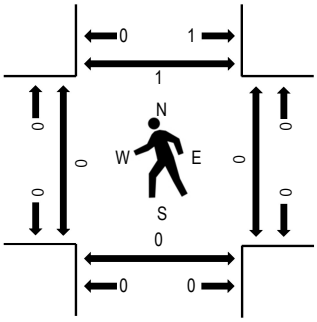
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SUNNYSLOPE RD Eastbound				SUNNYSLOPE RD Westbound				FAIRVIEW RD Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	27	4	5	0	3	8	15	0	6	37	1	0	6	18	13	143	826	0	0	0	0
7:15 AM	0	27	3	8	0	1	10	15	0	5	46	2	0	7	14	22	160	939	0	0	0	0
7:30 AM	0	51	2	11	0	0	24	10	0	5	64	1	0	9	17	29	223	1,001	0	0	0	0
7:45 AM	0	73	15	9	0	0	6	17	0	8	89	1	0	12	31	39	300	947	0	0	0	0
8:00 AM	0	45	7	8	0	2	8	12	0	10	55	2	0	8	39	60	256	787	0	0	0	0
8:15 AM	0	23	5	5	0	5	9	6	0	10	53	1	0	10	43	52	222		0	0	0	1
8:30 AM	0	23	11	5	0	4	7	7	0	10	31	0	0	6	30	35	169		0	0	1	0
8:45 AM	0	14	0	10	0	2	10	9	0	4	37	2	0	3	19	30	140		0	0	0	0

Peak Rolling Hour Flow Rates

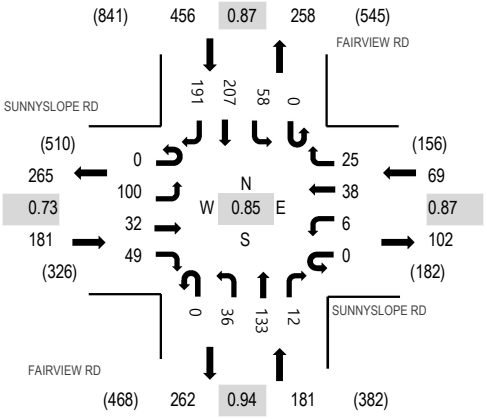
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	0	0	0	14	0	0	1	11	0	28
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	192	29	33	0	5	46	45	0	33	244	5	0	36	115	180	963
Mediums	0	0	0	0	0	0	1	0	0	0	3	0	0	2	4	0	10
Total	0	192	29	33	0	7	47	45	0	33	261	5	0	39	130	180	1,001

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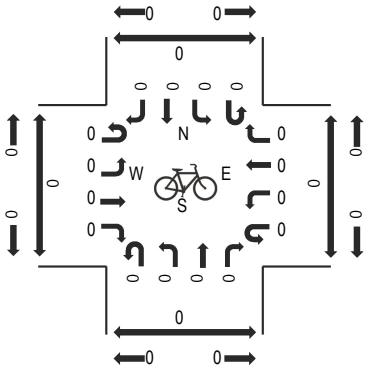
(303) 216-2439
www.alltrafficdata.net

Location: 11 FAIRVIEW RD & SUNNYSLOPE RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

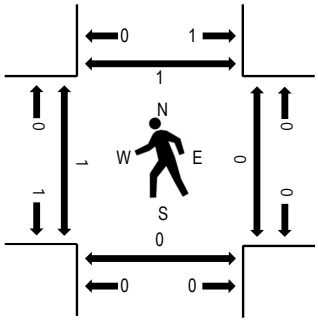
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SUNNYSLOPE RD Eastbound				SUNNYSLOPE RD Westbound				FAIRVIEW RD Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	21	5	12	0	3	6	12	0	14	34	1	0	9	36	51	204	818	0	0	0	0
4:15 PM	0	29	5	5	0	2	6	12	0	13	39	2	0	16	37	32	198	831	0	0	0	0
4:30 PM	0	24	5	7	0	2	12	11	0	6	40	0	0	11	49	39	206	830	0	0	0	0
4:45 PM	0	18	9	5	0	1	11	9	0	11	38	3	0	14	47	44	210	837	0	0	0	0
5:00 PM	0	30	9	5	0	0	8	5	0	12	39	4	0	14	48	43	217	887	1	0	0	0
5:15 PM	0	13	3	10	0	2	5	9	0	8	30	3	0	20	36	58	197		0	0	0	0
5:30 PM	0	31	5	13	0	2	13	4	0	7	29	3	0	8	59	39	213		0	0	0	0
5:45 PM	0	26	15	21	0	2	12	7	0	9	35	2	0	16	64	51	260		0	0	0	1

Peak Rolling Hour Flow Rates

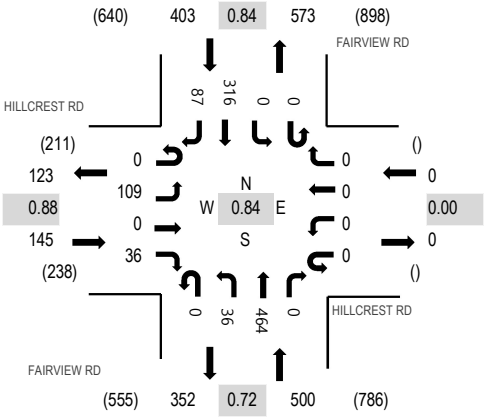
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	99	32	49	0	6	38	25	0	36	128	12	0	58	205	188	876
Mediums	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	2	7
Total	0	100	32	49	0	6	38	25	0	36	133	12	0	58	207	191	887

All Traffic Data Services Inc.

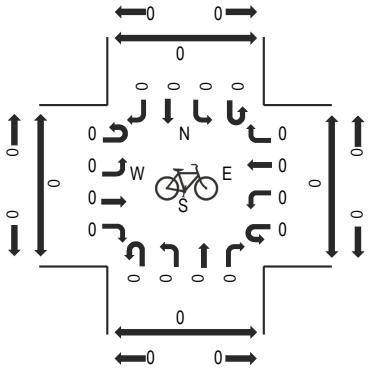
(303) 216-2439
www.alltrafficdata.net

Location: 12 FAIRVIEW RD & HILLCREST RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

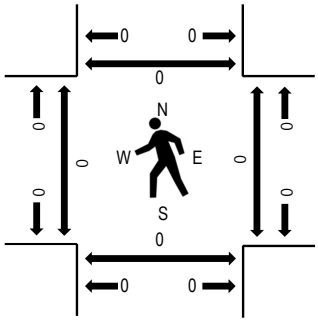
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HILLCREST RD Eastbound				HILLCREST RD Westbound				FAIRVIEW RD Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	15	0	7	0	0	0	0	0	4	71	0	0	0	37	7	141	844	0	0	0	0
7:15 AM	0	26	0	2	0	0	0	0	0	8	83	0	0	0	34	12	165	991	0	0	0	0
7:30 AM	0	31	0	7	0	0	0	0	0	7	117	0	0	0	51	14	227	1,048	0	0	0	0
7:45 AM	0	32	0	10	0	0	0	0	0	13	165	0	0	0	71	20	311	998	0	0	0	0
8:00 AM	0	31	0	12	0	0	0	0	0	7	110	0	0	0	99	29	288	820	0	0	0	0
8:15 AM	0	15	0	7	0	0	0	0	0	9	72	0	0	0	95	24	222		0	0	0	0
8:30 AM	0	17	0	8	0	0	0	0	0	7	55	0	0	0	65	25	177		0	0	0	0
8:45 AM	0	11	0	7	0	0	0	0	0	11	47	0	0	0	43	14	133		0	0	0	0

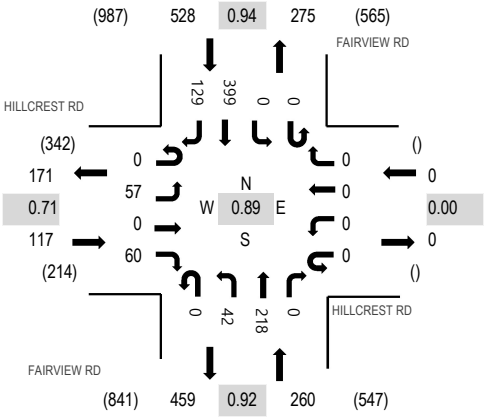
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	15	0	0	0	10	0	26
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	108	0	35	0	0	0	0	0	36	447	0	0	0	300	87	1,013
Mediums	0	0	0	1	0	0	0	0	0	0	2	0	0	0	6	0	9
Total	0	109	0	36	0	0	0	0	0	36	464	0	0	0	316	87	1,048

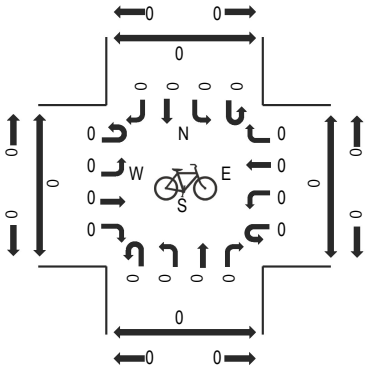
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 12 FAIRVIEW RD & HILLCREST RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

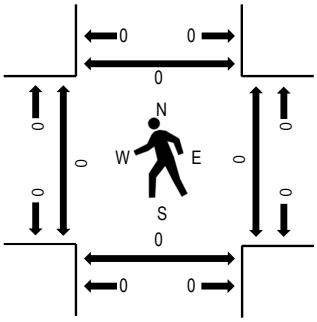
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HILLCREST RD Eastbound				HILLCREST RD Westbound				FAIRVIEW RD Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	17	0	10	0	0	0	0	0	9	57	0	0	0	82	27	202	843	0	0	0	0
4:15 PM	0	7	0	7	0	0	0	0	0	14	66	0	0	0	79	20	193	871	0	0	0	0
4:30 PM	0	19	0	14	0	0	0	0	1	10	61	0	0	0	90	34	229	895	0	0	0	0
4:45 PM	0	12	0	11	0	0	0	0	0	18	51	0	0	0	88	39	219	870	0	0	0	0
5:00 PM	0	9	0	13	0	0	0	0	0	8	66	0	0	0	95	39	230	905	0	0	0	0
5:15 PM	0	14	0	13	0	0	0	0	0	14	40	0	0	0	97	39	217		0	0	0	0
5:30 PM	0	14	0	13	0	0	0	0	0	7	53	0	0	0	97	20	204		0	0	0	0
5:45 PM	0	20	0	21	0	0	0	0	0	13	59	0	0	0	110	31	254		0	0	0	0

Peak Rolling Hour Flow Rates

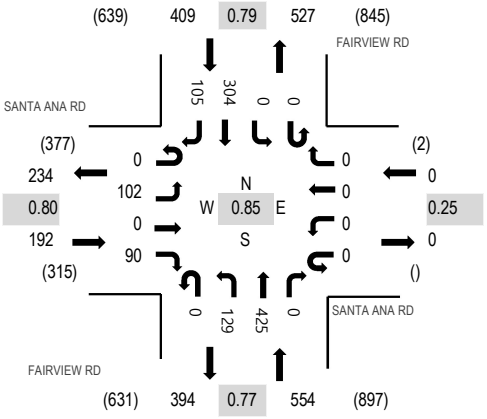
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	57	0	60	0	0	0	0	0	41	209	0	0	0	393	129	889
Mediums	0	0	0	0	0	0	0	0	0	1	5	0	0	0	3	0	9
Total	0	57	0	60	0	0	0	0	0	42	218	0	0	0	399	129	905

All Traffic Data Services Inc.

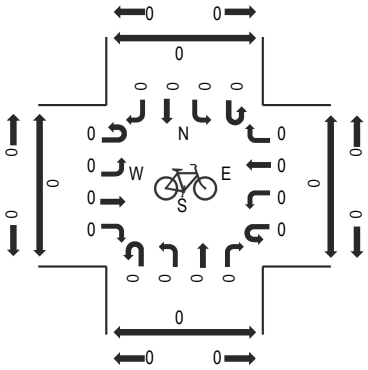
(303) 216-2439
www.alltrafficdata.net

Location: 13 FAIRVIEW RD & SANTA ANA RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

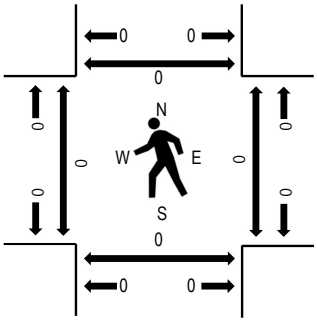
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA ANA RD Eastbound				SANTA ANA RD Westbound				FAIRVIEW RD Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	16	0	11	0	0	0	1	0	17	74	0	0	0	37	10	166	920	0	0	0	0
7:15 AM	0	5	0	9	0	0	0	0	0	27	89	0	0	0	36	18	184	1,090	0	0	0	0
7:30 AM	0	18	0	15	0	0	0	0	0	28	107	0	0	0	47	16	231	1,155	0	0	0	0
7:45 AM	0	35	0	20	0	0	0	0	0	38	151	0	0	0	74	21	339	1,115	0	0	0	0
8:00 AM	0	33	0	32	0	0	0	0	0	33	107	0	0	0	94	37	336	933	0	0	0	0
8:15 AM	0	16	0	23	0	0	0	0	0	30	60	0	0	0	89	31	249		0	0	0	0
8:30 AM	0	19	0	31	0	0	1	0	0	23	49	0	0	0	51	17	191		0	0	0	0
8:45 AM	0	16	0	16	0	0	0	0	0	15	49	0	0	0	46	15	157		0	0	0	0

Peak Rolling Hour Flow Rates

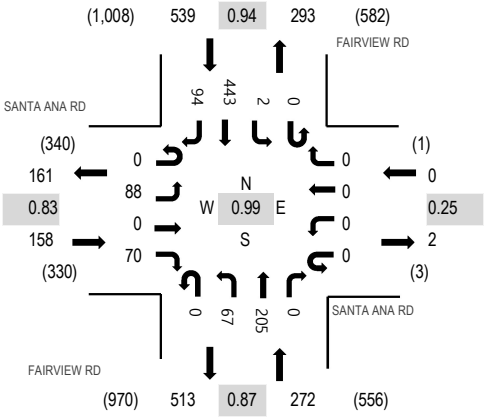
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	14	0	0	0	12	0	27
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	101	0	87	0	0	0	0	0	125	408	0	0	0	286	101	1,108
Mediums	0	1	0	3	0	0	0	0	0	3	3	0	0	0	6	4	20
Total	0	102	0	90	0	0	0	0	0	129	425	0	0	0	304	105	1,155

All Traffic Data Services Inc.

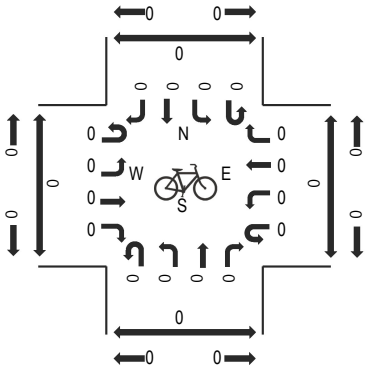
(303) 216-2439
www.alltrafficdata.net

Location: 13 FAIRVIEW RD & SANTA ANA RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

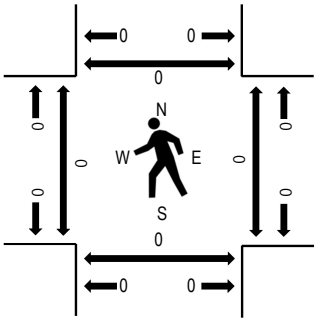
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SANTA ANA RD Eastbound				SANTA ANA RD Westbound				FAIRVIEW RD Northbound				FAIRVIEW RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	20	0	21	0	0	1	0	1	12	55	0	0	0	82	29	221	931	1	0	0	0
4:15 PM	0	33	1	19	0	0	0	0	0	18	54	0	0	0	77	22	224	954	0	0	0	0
4:30 PM	0	18	0	13	0	0	0	0	0	21	61	0	0	0	107	23	243	969	0	0	0	0
4:45 PM	0	26	0	13	0	0	0	0	0	22	40	0	0	0	116	26	243	953	0	0	0	0
5:00 PM	0	24	0	28	0	0	0	0	0	11	58	0	0	1	103	19	244	964	0	0	0	0
5:15 PM	0	20	0	16	0	0	0	0	0	13	46	0	0	1	117	26	239		0	0	0	0
5:30 PM	0	14	0	23	0	0	0	0	0	17	45	0	0	0	105	23	227		0	0	0	0
5:45 PM	0	15	0	26	0	0	0	0	0	29	53	0	0	0	103	28	254		0	0	0	0

Peak Rolling Hour Flow Rates

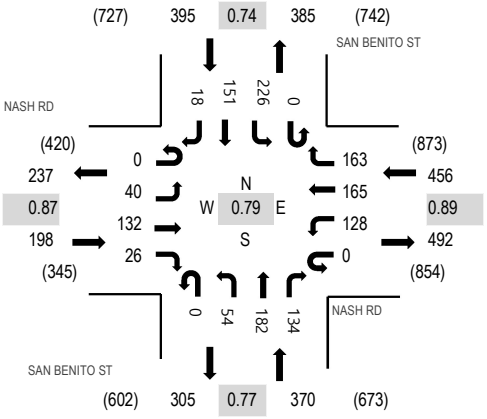
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	88	0	68	0	0	0	0	0	65	195	0	0	2	439	93	950
Mediums	0	0	0	2	0	0	0	0	0	2	7	0	0	0	2	1	14
Total	0	88	0	70	0	0	0	0	0	67	205	0	0	2	443	94	969

All Traffic Data Services Inc.

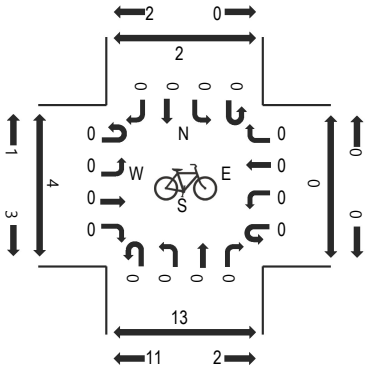
(303) 216-2439
www.alltrafficdata.net

Location: 14 SAN BENITO ST & NASH RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

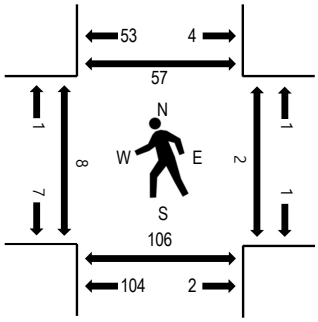
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NASH RD Eastbound				NASH RD Westbound				SAN BENITO ST Northbound				SAN BENITO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	8	17	10	0	30	30	20	0	7	31	15	0	24	23	6	221	1,199	0	0	9	1
7:15 AM	0	7	31	4	0	57	46	40	0	9	37	18	0	33	36	7	325	1,283	4	0	18	8
7:30 AM	0	9	32	6	0	36	32	38	0	14	66	18	0	62	45	2	360	1,317	5	0	3	4
7:45 AM	0	2	17	4	0	15	29	44	0	1	55	32	0	63	31	0	293	1,407	1	0	5	11
8:00 AM	0	2	26	6	0	29	28	35	0	10	39	36	0	56	37	1	305	1,419	0	1	10	13
8:15 AM	0	6	38	8	0	36	56	36	0	20	34	34	0	53	34	4	359		3	0	36	14
8:30 AM	0	14	35	6	0	38	51	38	0	20	65	41	0	73	60	9	450		4	0	51	26
8:45 AM	0	18	33	6	0	25	30	54	0	4	44	23	0	44	20	4	305		1	1	9	4

Peak Rolling Hour Flow Rates

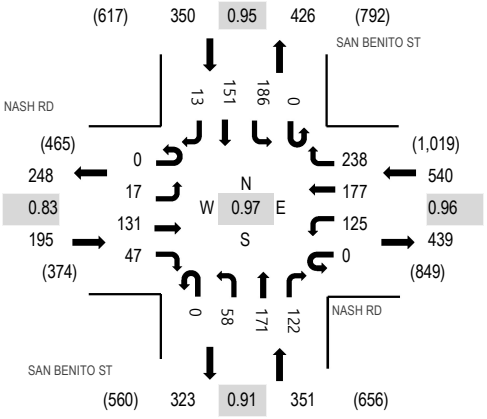
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	40	130	26	0	126	165	159	0	54	180	133	0	225	146	18	1,402
Mediums	0	0	2	0	0	1	0	4	0	0	1	1	0	1	5	0	15
Total	0	40	132	26	0	128	165	163	0	54	182	134	0	226	151	18	1,419

All Traffic Data Services Inc.

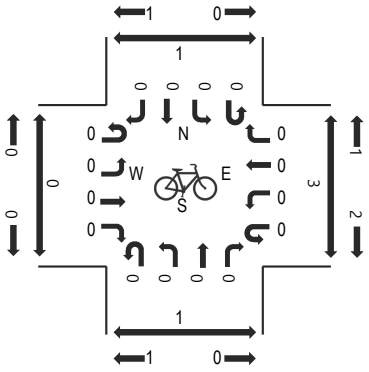
(303) 216-2439
www.alltrafficdata.net

Location: 14 SAN BENITO ST & NASH RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

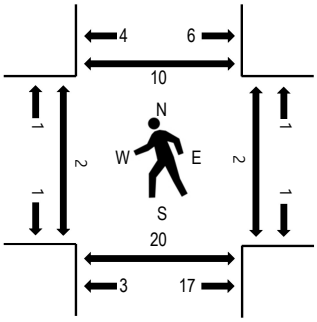
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	NASH RD Eastbound				NASH RD Westbound				SAN BENITO ST Northbound				SAN BENITO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	31	10	0	24	41	56	0	4	31	27	0	47	25	1	301	1,318	4	2	7	5
4:15 PM	0	2	47	13	0	24	35	53	0	4	42	35	0	36	25	3	319	1,388	2	2	6	0
4:30 PM	0	4	36	12	0	38	28	61	0	12	39	28	0	46	34	1	339	1,436	0	0	11	5
4:45 PM	0	2	30	15	0	31	39	72	0	12	41	29	0	43	42	3	359	1,406	1	0	3	0
5:00 PM	0	5	30	11	0	39	46	58	0	13	50	30	0	45	38	6	371	1,348	0	2	4	2
5:15 PM	0	6	35	9	0	17	64	47	0	21	41	35	0	52	37	3	367		1	0	2	3
5:30 PM	0	2	23	3	0	37	53	44	0	14	29	33	0	39	28	4	309		1	0	1	3
5:45 PM	0	3	32	9	0	15	41	56	0	10	44	32	0	28	24	7	301		1	0	1	1

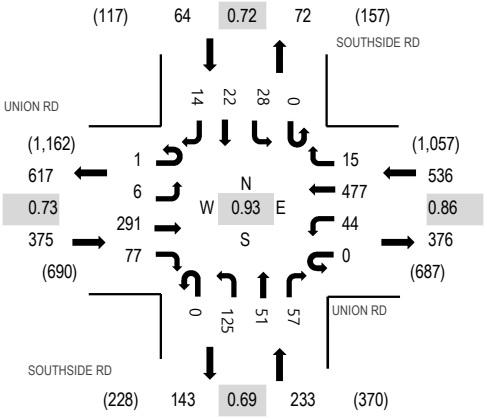
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	131	47	0	124	176	238	0	58	171	121	0	185	149	13	1,430
Mediums	0	0	0	0	0	1	1	0	0	0	0	1	0	1	2	0	6
Total	0	17	131	47	0	125	177	238	0	58	171	122	0	186	151	13	1,436

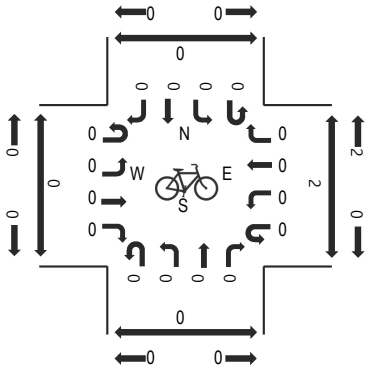
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 15 SOUTHSIDE RD & UNION RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

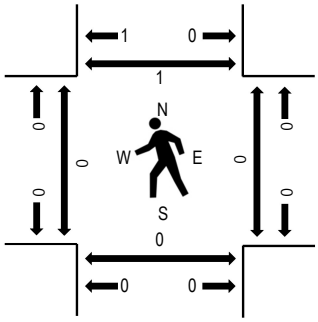
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	UNION RD Eastbound				UNION RD Westbound				SOUTHSIDE RD Northbound				SOUTHSIDE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	44	5	0	8	162	2	0	15	7	10	0	1	1	2	259	1,206	0	0	0	0
7:15 AM	0	0	52	21	0	6	151	2	0	38	11	5	0	6	3	3	298	1,208	0	0	0	0
7:30 AM	1	2	104	25	0	11	123	4	0	23	4	7	0	7	9	6	326	1,197	0	0	0	0
7:45 AM	0	1	73	23	0	16	105	2	0	39	19	26	0	8	9	2	323	1,144	0	0	0	0
8:00 AM	0	3	62	8	0	11	98	7	0	25	17	19	0	7	1	3	261	1,028	0	0	0	1
8:15 AM	0	5	68	12	0	4	121	17	0	21	15	9	0	7	3	5	287		0	1	0	0
8:30 AM	0	3	82	7	0	7	104	10	0	21	12	3	0	12	6	6	273		0	0	0	0
8:45 AM	0	4	63	20	0	7	76	3	0	12	5	7	0	5	5	0	207		0	0	0	0

Peak Rolling Hour Flow Rates

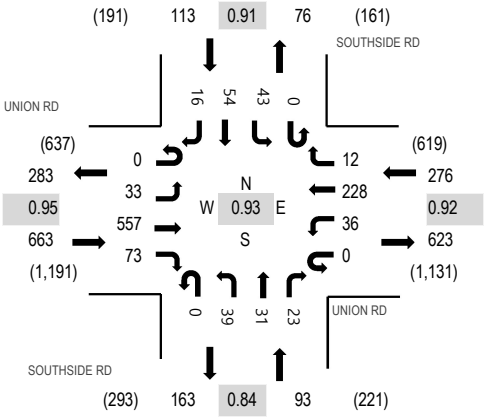
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	9	0	0	5	0	0	12	0	0	0	0	0	0	33
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	6	278	63	0	40	467	15	0	110	50	50	0	25	21	13	1,139
Mediums	0	0	6	5	0	4	5	0	0	3	1	7	0	3	1	1	36
Total	1	6	291	77	0	44	477	15	0	125	51	57	0	28	22	14	1,208

All Traffic Data Services Inc.

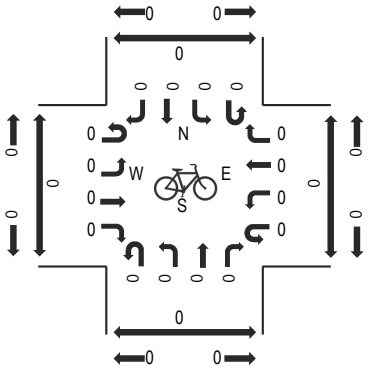
(303) 216-2439
www.alltrafficdata.net

Location: 15 SOUTHSIDE RD & UNION RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

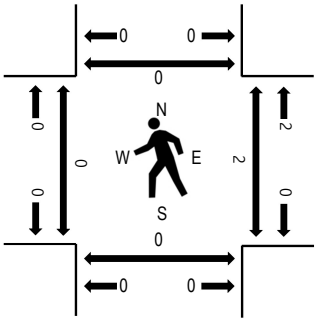
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	UNION RD Eastbound				UNION RD Westbound				SOUTHSIDE RD Northbound				SOUTHSIDE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	11	120	18	0	7	65	3	0	10	7	16	0	9	7	1	274	1,077	0	0	0	0
4:15 PM	0	6	91	18	0	15	77	2	0	13	6	14	0	8	14	2	266	1,074	0	0	0	0
4:30 PM	0	9	105	11	0	5	76	4	0	19	10	9	0	9	7	4	268	1,115	0	0	0	0
4:45 PM	0	10	118	11	0	8	75	6	0	8	11	5	0	4	9	4	269	1,121	0	0	0	0
5:00 PM	0	6	123	20	0	10	63	6	0	7	5	5	0	7	14	5	271	1,145	0	2	0	0
5:15 PM	0	10	146	17	0	7	63	4	0	17	6	9	0	13	11	4	307		0	0	0	0
5:30 PM	0	7	144	16	0	13	44	1	0	9	10	2	0	11	14	3	274		0	0	0	0
5:45 PM	0	10	144	20	0	6	58	1	0	6	10	7	0	12	15	4	293		0	0	0	0

Peak Rolling Hour Flow Rates

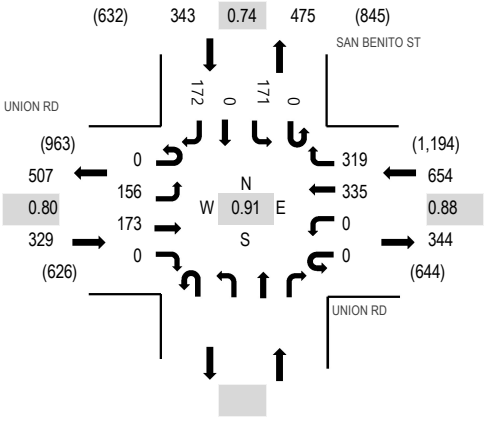
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	33	553	67	0	35	224	12	0	39	31	22	0	43	53	16	1,128
Mediums	0	0	4	6	0	1	1	0	0	0	0	0	0	0	1	0	13
Total	0	33	557	73	0	36	228	12	0	39	31	23	0	43	54	16	1,145

All Traffic Data Services Inc.

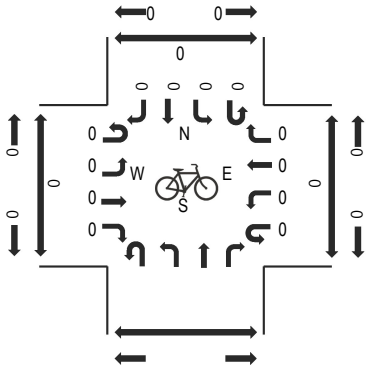
(303) 216-2439
www.alltrafficdata.net

Location: 16 SAN BENITO ST & UNION RD AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

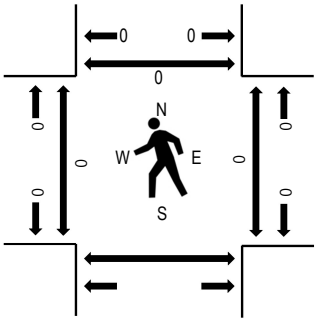
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	UNION RD Eastbound				UNION RD Westbound				Northbound				SAN BENITO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	46	30	0	0	0	112	48					0	22	0	57	315	1,326	0	0		0
7:15 AM	0	24	27	0	0	0	77	109					0	28	0	52	317	1,289	0	0		0
7:30 AM	0	41	49	0	0	0	72	85					0	75	0	41	363	1,265	0	0		0
7:45 AM	0	45	67	0	0	0	74	77					0	46	0	22	331	1,226	0	0		0
8:00 AM	0	41	43	0	0	0	82	44					0	25	0	43	278	1,126	0	0		0
8:15 AM	0	41	33	0	0	0	76	69					0	32	0	42	293		0	0		0
8:30 AM	0	29	39	0	0	0	89	86					0	43	0	38	324		0	0		0
8:45 AM	0	23	48	0	0	0	57	37					0	37	0	29	231		0	0		0

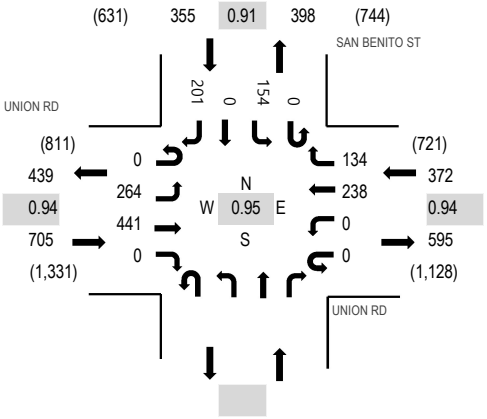
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	18	0	0	0	15	0					0	0	0	2	36
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	148	145	0	0	0	316	313					0	170	0	167	1,259
Mediums	0	7	10	0	0	0	4	6					0	1	0	3	31
Total	0	156	173	0	0	0	335	319					0	171	0	172	1,326

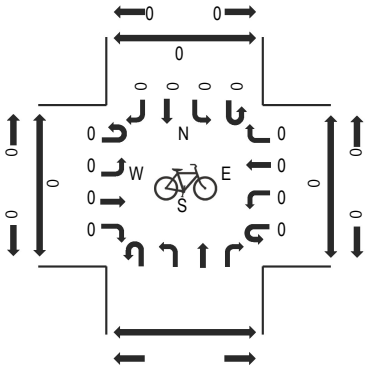
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 16 SAN BENITO ST & UNION RD PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

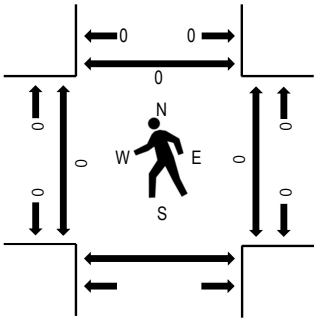
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	UNION RD Eastbound				UNION RD Westbound				Northbound				SAN BENITO ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	56	111	0	0	0	63	26					0	35	0	41	332	1,379	0	0		0
4:15 PM	0	48	94	0	0	0	63	35					0	31	0	41	312	1,407	0	0		0
4:30 PM	0	70	117	0	0	0	67	26					0	45	0	51	376	1,432	0	0		0
4:45 PM	0	64	108	0	0	0	64	25					0	41	0	57	359	1,324	0	0		0
5:00 PM	0	71	105	0	0	0	58	43					0	30	0	53	360	1,304	0	0		0
5:15 PM	0	59	111	0	0	0	49	40					0	38	0	40	337		0	0		0
5:30 PM	0	45	85	0	0	0	46	34					0	25	0	33	268		0	0		0
5:45 PM	0	68	119	0	0	0	48	34					0	33	0	37	339		0	0		0

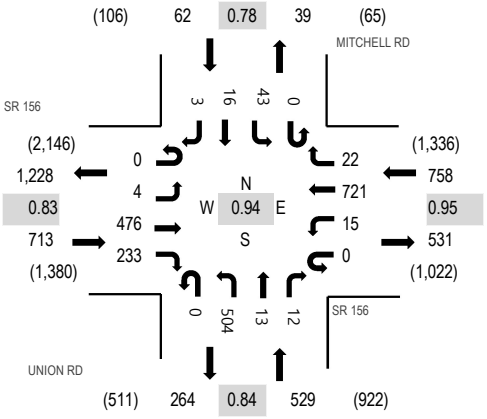
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	4	0					0	0	0	1	7
Bicycles on Road	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	264	434	0	0	0	230	133					0	153	0	199	1,413
Mediums	0	0	5	0	0	0	4	1					0	1	0	1	12
Total	0	264	441	0	0	0	238	134					0	154	0	201	1,432

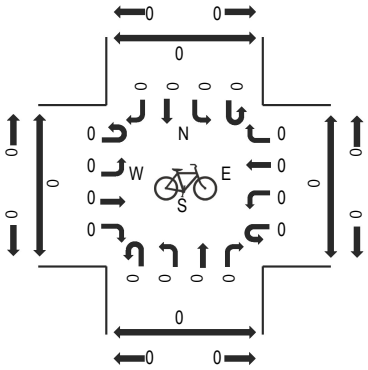
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 17 UNION RD & SR 156 AM
Date: Wednesday, May 22, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

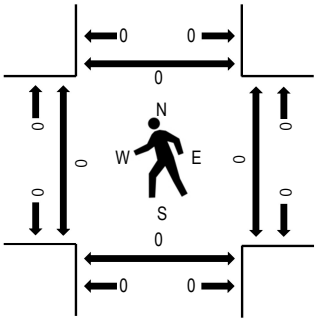
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SR 156 Eastbound				SR 156 Westbound				UNION RD Northbound				MITCHELL RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	77	61	0	4	161	8	0	148	6	3	0	15	4	1	488	2,062	0	0	0	0
7:15 AM	0	0	118	41	0	3	194	3	0	130	2	3	0	6	3	2	505	2,037	0	0	0	0
7:30 AM	0	2	133	52	0	5	185	4	0	123	3	1	0	9	2	0	519	1,958	0	0	0	0
7:45 AM	0	2	148	79	0	3	181	7	0	103	2	5	0	13	7	0	550	1,822	0	0	0	0
8:00 AM	0	0	115	59	0	1	161	2	0	105	6	4	0	7	1	2	463	1,682	0	0	0	0
8:15 AM	0	0	110	64	0	2	144	6	0	75	2	6	0	8	9	0	426		0	0	0	0
8:30 AM	0	0	108	39	0	4	122	1	0	90	2	7	0	5	4	1	383		0	0	0	0
8:45 AM	0	1	115	56	0	5	126	4	0	92	2	2	0	4	3	0	410		0	0	0	0

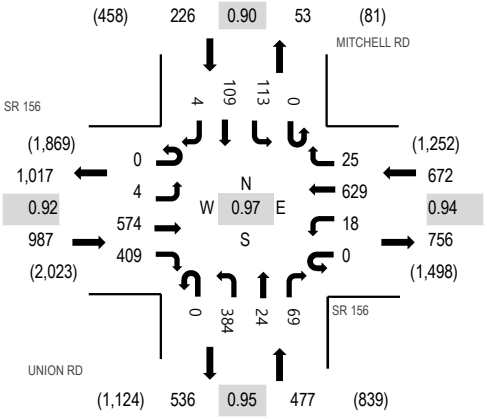
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	42	23	0	1	73	0	0	15	0	0	0	0	1	1	156
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	414	204	0	14	613	20	0	480	12	12	0	40	14	2	1,829
Mediums	0	0	20	6	0	0	35	2	0	9	1	0	0	3	1	0	77
Total	0	4	476	233	0	15	721	22	0	504	13	12	0	43	16	3	2,062

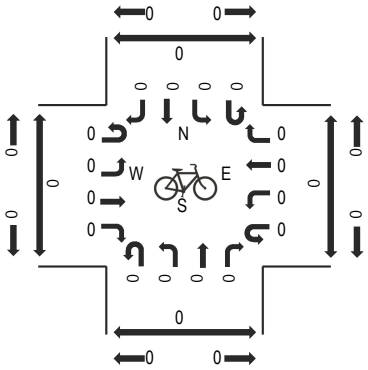
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 17 UNION RD & SR 156 PM
Date: Wednesday, May 22, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

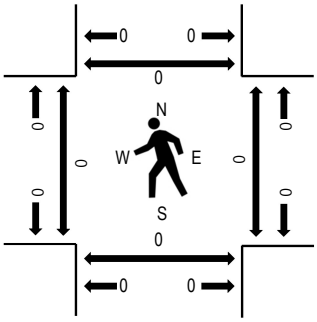
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SR 156 Eastbound				SR 156 Westbound				UNION RD Northbound				MITCHELL RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	160	118	0	3	170	2	0	74	1	12	0	28	23	0	591	2,331	0	0	0	0
4:15 PM	0	2	142	103	0	3	141	8	0	90	3	13	0	39	26	1	571	2,326	0	0	0	0
4:30 PM	0	1	153	107	0	6	156	7	0	89	4	22	0	29	29	2	605	2,362	0	0	0	0
4:45 PM	0	1	136	97	0	5	136	8	0	98	7	20	0	30	25	1	564	2,269	0	0	0	0
5:00 PM	0	2	137	92	0	5	172	2	0	98	9	14	0	28	27	0	586	2,241	0	0	0	0
5:15 PM	0	0	148	113	0	2	165	8	0	99	4	13	0	26	28	1	607		0	0	0	0
5:30 PM	0	0	128	116	0	4	118	3	0	74	1	9	0	29	29	1	512		0	0	0	0
5:45 PM	0	0	146	121	0	7	115	6	0	67	2	16	0	20	35	1	536		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	54	2	0	1	84	0	0	3	0	1	0	2	0	0	147
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	510	402	0	17	531	24	0	374	24	67	0	109	109	4	2,175
Mediums	0	0	10	5	0	0	14	1	0	7	0	1	0	2	0	0	40
Total	0	4	574	409	0	18	629	25	0	384	24	69	0	113	109	4	2,362

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 18
Station ID:
RIDGEMARK S.O AIRLINE

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
01:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
02:00	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	24-33	3
03:00	0	0	5	5	7	0	0	0	0	0	0	0	0	0	17	25-34	12
04:00	0	0	7	35	8	**3**	0	0	0	0	0	0	0	0	53	24-33	43
05:00	0	1	16	46	21	1	0	0	0	0	0	0	0	0	85	26-35	67
06:00	4	2	36	73	**31**	0	0	0	0	0	0	0	0	0	146	21-30	109
07:00	4	7	53	**128**	29	0	0	0	0	0	0	0	0	0	221	21-30	181
08:00	7	**9**	**75**	118	26	1	0	0	0	0	0	0	0	0	**236**	21-30	193
09:00	3	7	54	69	11	1	0	0	0	0	0	0	0	0	145	21-30	123
10:00	5	9	33	68	12	0	0	0	0	0	0	0	0	0	127	21-30	101
11:00	**11**	7	52	78	11	0	0	0	0	0	0	0	0	0	159	21-30	130
12 PM	**11**	10	48	76	9	0	0	0	0	0	0	0	0	0	**154**	21-30	124
13:00	2	4	**49**	77	15	**1**	0	0	0	0	0	0	0	0	148	21-30	126
14:00	2	**11**	46	63	**16**	0	0	0	0	0	0	0	0	0	138	21-30	109
15:00	2	5	38	72	14	0	0	0	0	0	0	0	0	0	131	21-30	110
16:00	5	4	43	60	11	1	0	0	0	0	0	0	0	0	124	21-30	103
17:00	5	4	30	**93**	13	0	0	0	0	0	0	0	0	0	145	21-30	123
18:00	1	11	31	54	11	1	0	0	0	0	0	0	0	0	109	21-30	85
19:00	3	5	32	34	6	0	0	0	0	0	0	0	0	0	80	21-30	66
20:00	1	3	21	32	7	0	0	0	0	0	0	0	0	0	64	21-30	53
21:00	1	1	20	16	7	0	0	0	0	0	0	0	0	0	45	21-30	36
22:00	0	0	6	6	1	0	0	0	0	0	0	0	0	0	13	21-30	12
23:00	0	0	4	3	0	1	0	0	0	0	0	0	0	0	8	21-30	7
Total	67	100	700	1211	268	10	0	0	0	0	0	0	0	0	2356		
Percent	2.8%	4.2%	29.7%	51.4%	11.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	08:00	07:00	06:00	04:00									08:00		
Vol.	11	9	75	128	31	3									236		
PM Peak	12:00	14:00	13:00	17:00	14:00	13:00									12:00		
Vol.	11	11	49	93	16	1									154		
Total	67	100	700	1211	268	10	0	0	0	0	0	0	0	0	2356		
Percent	2.8%	4.2%	29.7%	51.4%	11.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	21 MPH
	50th Percentile :	26 MPH
	85th Percentile :	29 MPH
	95th Percentile :	32 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	1911
	Percent in Pace :	81.1%
	Number of Vehicles > 25 MPH :	1489
	Percent of Vehicles > 25 MPH :	63.2%
	Mean Speed(Average) :	26 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 18
Station ID:
RIDGEMARK S.O AIRLINE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	0	0	3	3	2	0	0	0	0	0	0	0	0	8	26-35	6
01:00	0	1	1	2	3	0	**1**	0	0	0	0	0	0	0	8	26-35	5
02:00	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3	9-18	1
03:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
05:00	0	0	1	3	5	1	0	0	0	0	0	0	0	0	10	26-35	8
06:00	2	1	2	8	7	3	1	0	0	0	0	0	0	0	24	26-35	15
07:00	13	**4**	20	28	19	1	0	**1**	0	0	0	0	0	0	86	21-30	48
08:00	**15**	3	**26**	44	23	5	0	0	0	0	0	0	0	0	**116**	21-30	70
09:00	10	2	16	39	26	7	0	0	0	0	0	0	0	0	100	26-35	65
10:00	10	3	21	47	**29**	5	0	0	0	0	0	0	0	0	115	26-35	76
11:00	14	4	25	**49**	16	**8**	0	0	0	0	0	0	0	0	116	21-30	74
12 PM	**14**	5	32	70	44	7	0	0	0	0	0	0	0	0	172	26-35	114
13:00	11	**6**	27	80	41	2	**1**	0	0	0	0	0	0	0	168	26-35	121
14:00	8	3	22	73	60	7	0	0	0	0	0	0	0	0	173	26-35	133
15:00	12	5	41	107	61	7	0	0	0	0	0	0	0	0	233	26-35	168
16:00	14	0	**55**	119	62	**9**	0	0	0	0	0	0	0	0	**259**	26-35	181
17:00	11	0	38	**134**	**64**	9	1	0	0	0	0	0	0	0	257	26-35	198
18:00	7	6	40	99	53	7	1	**1**	0	0	0	0	0	0	214	26-35	152
19:00	7	3	27	78	55	4	0	0	0	0	0	0	0	0	174	26-35	133
20:00	2	2	36	86	34	5	1	0	0	0	0	0	0	0	166	21-30	122
21:00	2	5	31	45	21	5	0	0	0	0	0	0	0	0	109	21-30	76
22:00	0	1	11	9	8	1	0	0	0	0	0	0	0	0	30	21-30	20
23:00	1	2	8	9	3	1	1	0	0	0	0	0	0	0	25	21-30	17
Total	153	58	481	1133	638	98	7	2	0	0	0	0	0	0	2570		
Percent	6.0%	2.3%	18.7%	44.1%	24.8%	3.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	08:00	11:00	10:00	11:00	01:00	07:00							08:00		
Vol.	15	4	26	49	29	8	1	1							116		
PM Peak	12:00	13:00	16:00	17:00	17:00	16:00	13:00	18:00							16:00		
Vol.	14	6	55	134	64	9	1	1							259		
Total	153	58	481	1133	638	98	7	2	0	0	0	0	0	0	2570		
Percent	6.0%	2.3%	18.7%	44.1%	24.8%	3.8%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	21 MPH
	50th Percentile :	27 MPH
	85th Percentile :	32 MPH
	95th Percentile :	34 MPH

Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	1771
	Percent in Pace :	68.9%
	Number of Vehicles > 25 MPH :	1878
	Percent of Vehicles > 25 MPH :	73.1%
	Mean Speed(Average) :	27 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 19
Station ID:
S RIDGEMARK BTW DUFFIN AND LANINI

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
06:00	0	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2	14-23	1
07:00	1	2	6	**2**	1	0	0	0	0	0	0	0	0	0	12	21-30	8
08:00	**4**	**10**	**13**	2	0	0	0	0	0	0	0	0	0	0	**29**	16-25	23
09:00	0	6	6	1	0	0	0	0	0	0	0	0	0	0	13	16-25	12
10:00	3	4	12	1	0	0	0	0	0	0	0	0	0	0	20	16-25	16
11:00	4	8	6	1	0	0	0	0	0	0	0	0	0	0	19	16-25	14
12 PM	**9**	8	15	2	0	0	0	0	0	0	0	0	0	0	34	16-25	23
13:00	6	3	12	4	0	0	0	0	0	0	0	0	0	0	25	21-30	16
14:00	9	8	9	4	0	0	0	0	0	0	0	0	0	0	30	16-25	17
15:00	4	**17**	21	3	0	0	0	0	0	0	0	0	0	0	**45**	16-25	38
16:00	2	6	15	**7**	**1**	0	0	0	0	0	0	0	0	0	31	19-28	22
17:00	2	3	**23**	6	0	0	0	0	0	0	0	0	0	0	34	21-30	29
18:00	5	6	10	6	0	0	0	0	0	0	0	0	0	0	27	16-25	16
19:00	1	6	8	3	0	0	0	0	0	0	0	0	0	0	18	16-25	14
20:00	2	6	5	4	0	**1**	0	0	0	0	0	0	0	0	18	16-25	11
21:00	0	1	8	5	1	0	0	0	0	0	0	0	0	0	15	21-30	13
22:00	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	19-28	4
23:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	20-29	2
Total	53	97	175	56	4	1	0	0	0	0	0	0	0	0	386		
Percent	13.7%	25.1%	45.3%	14.5%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	06:00										08:00		
Vol.	4	10	13	2	1										29		
PM Peak	12:00	15:00	17:00	16:00	16:00	20:00									15:00		
Vol.	9	17	23	7	1	1									45		
Total	53	97	175	56	4	1	0	0	0	0	0	0	0	0	386		
Percent	13.7%	25.1%	45.3%	14.5%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	15 MPH
	50th Percentile :	21 MPH
	85th Percentile :	25 MPH
	95th Percentile :	28 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	272
	Percent in Pace :	70.5%
	Number of Vehicles > 25 MPH :	61
	Percent of Vehicles > 25 MPH :	15.8%
	Mean Speed(Average) :	21 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 19
Station ID:
S RIDGEMARK BTW DUFFIN AND LANINI

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4	10-19	2
04:00	1	2	1	4	0	0	0	0	0	0	0	0	0	0	8	20-29	5
05:00	1	1	2	2	0	0	0	0	0	0	0	0	0	0	6	19-28	4
06:00	0	5	4	2	1	0	0	0	0	0	0	0	0	0	12	16-25	9
07:00	**3**	**10**	**17**	**16**	2	0	0	0	0	0	0	0	0	0	**48**	21-30	33
08:00	3	7	11	4	1	0	0	0	0	0	0	0	0	0	26	16-25	18
09:00	2	5	10	3	**3**	0	0	0	0	0	0	0	0	0	23	16-25	15
10:00	0	7	8	6	0	0	0	0	0	0	0	0	0	0	21	16-25	15
11:00	1	6	13	2	0	0	0	0	0	0	0	0	0	0	22	16-25	19
12 PM	3	3	**10**	6	1	0	0	0	0	0	0	0	0	0	23	21-30	16
13:00	3	6	9	4	0	0	0	0	0	0	0	0	0	0	22	16-25	15
14:00	**8**	4	9	**7**	0	0	0	0	0	0	0	0	0	0	**28**	21-30	16
15:00	4	6	9	4	**2**	0	0	0	0	0	0	0	0	0	25	16-25	15
16:00	3	2	6	2	2	0	0	0	0	0	0	0	0	0	15	21-30	8
17:00	4	**10**	8	6	0	0	0	0	0	0	0	0	0	0	28	16-25	18
18:00	2	1	3	3	1	0	0	0	0	0	0	0	0	0	10	21-30	6
19:00	1	1	6	2	0	0	0	0	0	0	0	0	0	0	10	21-30	8
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
21:00	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4
22:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	21-30	4
23:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	20-29	2
Total	39	82	131	81	14	0	1	0	0	0	0	0	0	0	348		
Percent	11.2%	23.6%	37.6%	23.3%	4.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	09:00		00:00								07:00		
Vol.	3	10	17	16	3		1								48		
PM Peak	14:00	17:00	12:00	14:00	15:00										14:00		
Vol.	8	10	10	7	2										28		
Total	39	82	131	81	14	0	1	0	0	0	0	0	0	0	348		
Percent	11.2%	23.6%	37.6%	23.3%	4.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	15 MPH
	50th Percentile :	22 MPH
	85th Percentile :	27 MPH
	95th Percentile :	29 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	213
	Percent in Pace :	61.2%
	Number of Vehicles > 25 MPH :	96
	Percent of Vehicles > 25 MPH :	27.6%
	Mean Speed(Average) :	22 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 20
Station ID:
S RIDGEMARK BTW SONNYS AND AIRLINE

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
04:00	**17**	1	0	0	0	0	0	0	0	0	0	0	0	0	18	6-15	11
05:00	5	6	2	5	1	**1**	0	0	0	0	0	0	0	0	20	11-20	8
06:00	10	12	6	10	5	0	0	0	0	0	0	0	0	0	43	16-25	18
07:00	14	**21**	13	**21**	**10**	0	0	0	0	0	0	0	0	0	**79**	21-30	34
08:00	16	21	**15**	21	4	0	0	0	0	0	0	0	0	0	77	16-25	36
09:00	16	8	12	14	4	0	0	0	0	0	0	0	0	0	54	21-30	26
10:00	12	10	9	9	2	0	0	0	0	0	0	0	0	0	42	16-25	19
11:00	17	10	8	7	1	0	0	0	0	0	0	0	0	0	43	15-24	18
12 PM	19	3	8	8	**3**	**1**	0	0	0	0	0	0	0	0	42	21-30	16
13:00	**26**	7	**10**	4	1	0	0	0	0	0	0	0	0	0	48	7-16	17
14:00	21	**14**	7	7	2	0	0	0	0	0	0	0	0	0	51	11-20	21
15:00	17	4	8	11	1	0	0	0	0	0	0	0	0	0	41	21-30	19
16:00	12	10	8	9	1	0	0	0	0	0	0	0	0	0	40	16-25	18
17:00	25	12	4	**17**	1	0	0	0	0	0	0	0	0	0	**59**	21-30	21
18:00	15	8	6	7	1	0	0	0	0	0	0	0	0	0	37	14-23	14
19:00	8	11	2	2	0	0	0	0	0	0	0	0	0	0	23	11-20	14
20:00	4	4	2	1	0	0	0	0	0	0	0	0	0	0	11	16-25	6
21:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6-15	5
22:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1-10	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	276	163	120	153	37	2	0	0	0	0	0	0	0	0	751		
Percent	36.8%	21.7%	16.0%	20.4%	4.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	04:00	07:00	08:00	07:00	07:00	05:00									07:00		
Vol.	17	21	15	21	10	1									79		
PM Peak	13:00	14:00	13:00	17:00	12:00	12:00									17:00		
Vol.	26	14	10	17	3	1									59		
Total	276	163	120	153	37	2	0	0	0	0	0	0	0	0	751		
Percent	36.8%	21.7%	16.0%	20.4%	4.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	6 MPH
	50th Percentile :	18 MPH
	85th Percentile :	27 MPH
	95th Percentile :	30 MPH

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	283
	Percent in Pace :	37.7%
	Number of Vehicles > 25 MPH :	192
	Percent of Vehicles > 25 MPH :	25.6%
	Mean Speed(Average) :	18 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 20
Station ID:
S RIDGEMARK BTW SONNYS AND AIRLINE

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	*	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	2	3	1	2	0	0	0	0	0	0	0	0	0	0	8	16-25	4
07:00	4	2	5	1	0	0	0	0	0	0	0	0	0	0	12	16-25	7
08:00	5	**12**	10	3	0	0	0	0	0	0	0	0	0	0	**30**	16-25	22
09:00	4	3	5	**4**	0	0	0	0	0	0	0	0	0	0	16	21-30	9
10:00	4	5	**14**	4	0	0	0	0	0	0	0	0	0	0	27	16-25	19
11:00	**7**	10	8	3	**1**	0	0	0	0	0	0	0	0	0	29	16-25	18
12 PM	3	13	11	4	1	0	0	0	0	0	0	0	0	0	32	16-25	24
13:00	**9**	10	14	10	0	0	0	0	0	0	0	0	0	0	43	21-30	24
14:00	7	7	15	6	1	0	0	0	0	0	0	0	0	0	36	16-25	22
15:00	5	18	15	11	2	0	0	0	0	0	0	0	0	0	51	16-25	33
16:00	9	13	18	10	**3**	0	0	0	0	0	0	0	0	0	53	16-25	31
17:00	7	**19**	11	10	1	0	0	0	0	0	0	0	0	0	48	16-25	30
18:00	6	16	**24**	11	1	0	0	0	0	0	0	0	0	0	**58**	16-25	40
19:00	8	14	13	**13**	0	0	0	0	0	0	0	0	0	0	48	16-25	27
20:00	2	8	20	3	0	0	0	0	0	0	0	0	0	0	33	16-25	28
21:00	0	15	10	3	1	0	0	0	0	0	0	0	0	0	29	16-25	25
22:00	1	7	1	1	0	0	0	0	0	0	0	0	0	0	10	16-25	8
23:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4	9-18	2
Total	87	178	196	101	11	0	0	0	0	0	0	0	0	0	573		
Percent	15.2%	31.1%	34.2%	17.6%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	10:00	09:00	11:00										08:00		
Vol.	7	12	14	4	1										30		
PM Peak	13:00	17:00	18:00	19:00	16:00										18:00		
Vol.	9	19	24	13	3										58		
Total	87	178	196	101	11	0	0	0	0	0	0	0	0	0	573		
Percent	15.2%	31.1%	34.2%	17.6%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	14 MPH
	50th Percentile :	20 MPH
	85th Percentile :	26 MPH
	95th Percentile :	29 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	374
	Percent in Pace :	65.3%
	Number of Vehicles > 25 MPH :	112
	Percent of Vehicles > 25 MPH :	19.5%
	Mean Speed(Average) :	20 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 21
Station ID:
MARKS W.O RIDGEMARK

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
04:00	0	0	3	5	3	1	0	0	0	0	0	0	0	0	12	21-30	8
05:00	0	0	1	7	1	1	0	0	0	0	0	0	0	0	10	26-35	8
06:00	0	2	6	9	6	0	0	0	0	0	0	0	0	0	23	21-30	15
07:00	1	6	**19**	**29**	4	**2**	0	0	0	0	0	0	0	0	**61**	21-30	48
08:00	**7**	3	16	12	**10**	0	0	0	0	0	0	0	0	0	48	21-30	28
09:00	4	5	8	11	3	2	0	0	0	0	0	0	0	0	33	21-30	19
10:00	2	4	4	4	1	0	0	0	0	0	0	0	0	0	15	16-25	8
11:00	1	**7**	10	10	4	0	0	0	0	0	0	0	0	0	32	21-30	20
12 PM	2	**6**	6	10	1	1	0	0	0	0	0	0	0	0	26	21-30	16
13:00	3	1	9	5	**5**	**2**	0	0	0	0	0	0	0	0	25	21-30	14
14:00	0	3	5	5	2	1	0	0	0	0	0	0	0	0	16	21-30	10
15:00	1	4	**13**	**12**	5	0	0	0	0	0	0	0	0	0	**35**	21-30	25
16:00	2	2	10	10	5	0	0	0	0	0	0	0	0	0	29	21-30	20
17:00	1	4	7	8	2	0	0	0	0	0	0	0	0	0	22	21-30	15
18:00	**6**	5	6	4	1	0	0	0	0	0	0	0	0	0	22	16-25	11
19:00	4	1	9	0	1	0	0	0	0	0	0	0	0	0	15	16-25	10
20:00	1	1	7	2	1	0	0	0	0	0	0	0	0	0	12	21-30	9
21:00	0	1	2	5	0	0	0	0	0	0	0	0	0	0	8	21-30	7
22:00	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	35	56	144	149	56	11	0	0	0	0	0	0	0	0	451		
Percent	7.8%	12.4%	31.9%	33.0%	12.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	11:00	07:00	07:00	08:00	07:00									07:00		
Vol.	7	7	19	29	10	2									61		
PM Peak	18:00	12:00	15:00	15:00	13:00	13:00									15:00		
Vol.	6	6	13	12	5	2									35		
Total	35	56	144	149	56	11	0	0	0	0	0	0	0	0	451		
Percent	7.8%	12.4%	31.9%	33.0%	12.4%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	17 MPH
	50th Percentile :	24 MPH
	85th Percentile :	29 MPH
	95th Percentile :	33 MPH

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	293
	Percent in Pace :	65.0%
	Number of Vehicles > 25 MPH :	216
	Percent of Vehicles > 25 MPH :	47.9%
	Mean Speed(Average) :	24 MPH

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 21
Station ID:
MARKS W.O RIDGEMARK

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/22/19	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	14-23	4
07:00	2	**9**	**16**	**6**	0	0	0	0	0	0	0	0	0	0	**33**	16-25	25
08:00	0	6	14	2	0	0	0	0	0	0	0	0	0	0	22	16-25	20
09:00	2	4	7	1	0	0	0	0	0	0	0	0	0	0	14	16-25	11
10:00	**5**	6	7	3	0	0	0	0	0	0	0	0	0	0	21	16-25	13
11:00	3	8	9	0	0	0	0	0	0	0	0	0	0	0	20	16-25	17
12 PM	1	9	12	3	0	0	0	0	0	0	0	0	0	0	25	16-25	21
13:00	1	7	18	1	0	0	0	0	0	0	0	0	0	0	27	16-25	25
14:00	2	8	18	2	0	0	0	0	0	0	0	0	0	0	30	16-25	26
15:00	**5**	6	19	3	0	0	0	0	0	0	0	0	0	0	33	16-25	25
16:00	3	9	**26**	1	0	0	0	0	0	0	0	0	0	0	39	16-25	35
17:00	3	**18**	23	3	0	0	0	0	0	0	0	0	0	0	**47**	16-25	41
18:00	4	13	17	2	0	0	0	0	0	0	0	0	0	0	36	16-25	30
19:00	5	10	10	4	0	0	0	0	0	0	0	0	0	0	29	16-25	20
20:00	2	10	19	3	0	0	0	0	0	0	0	0	0	0	34	16-25	29
21:00	1	3	8	**5**	0	0	0	0	0	0	0	0	0	0	17	20-29	13
22:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6	18-27	5
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	39	130	234	40	0	0	0	0	0	0	0	0	0	0	443		
Percent	8.8%	29.3%	52.8%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	07:00	07:00	07:00											07:00		
Vol.	5	9	16	6											33		
PM Peak	15:00	17:00	16:00	21:00											17:00		
Vol.	5	18	26	5											47		
Total	39	130	234	40	0	0	0	0	0	0	0	0	0	0	443		
Percent	8.8%	29.3%	52.8%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	16 MPH
	50th Percentile :	21 MPH
	85th Percentile :	24 MPH
	95th Percentile :	27 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	364
	Percent in Pace :	82.2%
	Number of Vehicles > 25 MPH :	40
	Percent of Vehicles > 25 MPH :	9.0%
	Mean Speed(Average) :	21 MPH

Appendix B
Volume Summary

1 3132
Intersection Name: South Ridgemark Drive/Best Road and Airline Highway
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	18	0	2	7	194	2	6	2	58	18	173	11	491
Peak 15-Minute Volumes	2	0	0	2	53	0	2	0	17	5	53	5	139
Peak 15-Minute Volumes x 4	8	0	0	8	212	0	8	0	68	20	212	20	556
Existing Conditions	**8**	**0**	**0**	**8**	**212**	**0**	**8**	**0**	**68**	**20**	**212**	**20**	**556**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	6	1	3	0	35	12	5	0	62
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	6	1	3	0	35	12	5	0	62
Existing Plus Project Conditions	**8**	**0**	**0**	**8**	**218**	**1**	**11**	**0**	**103**	**32**	**217**	**20**	**618**
Approved Project Trips	0	0	0	0	50	0	0	0	0	0	93	0	143
Background Conditions	**8**	**0**	**0**	**8**	**262**	**0**	**8**	**0**	**68**	**20**	**305**	**20**	**699**
Pending Project Trips	0	0	5	4	597	91	107	0	0	0	300	0	1,104
Cumulative No Project Conditions	**8**	**0**	**5**	**12**	**859**	**91**	**115**	**0**	**68**	**20**	**605**	**20**	**1,803**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	6	1	3	0	35	12	5	0	62
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	6	1	3	0	35	12	5	0	62
Background Plus Project Conditions	**8**	**0**	**0**	**8**	**268**	**1**	**11**	**0**	**103**	**32**	**310**	**20**	**761**
Cumulative Plus Project Conditions	**8**	**0**	**5**	**12**	**865**	**92**	**118**	**0**	**103**	**32**	**610**	**20**	**1,865**

2 3337
Intersection Name: Fairview Road/Ridgemark Drive and Airline Highway
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	72	23	60	89	173	6	7	84	159	81	131	75	960
Peak 15-Minute Volumes	16	6	17	30	43	1	2	28	44	24	40	26	277
Peak 15-Minute Volumes x 4	64	24	68	120	172	4	8	112	176	96	160	104	1,108
Existing Conditions	**64**	**24**	**68**	**120**	**172**	**4**	**8**	**112**	**176**	**96**	**160**	**104**	**1,108**
Proposed Project Trips (No Union Rd Extension)	0	22	2	7	28	6	5	26	103	86	10	0	295
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-15	-6	0	0	-21
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	22	2	7	28	6	5	26	88	80	10	0	274
Existing Plus Project Conditions	**64**	**46**	**70**	**127**	**200**	**10**	**13**	**138**	**264**	**176**	**170**	**104**	**1,382**
Approved Project Trips	32	11	54	24	26	0	0	5	6	3	39	24	224
Background Conditions	**96**	**35**	**122**	**144**	**198**	**4**	**8**	**117**	**182**	**99**	**199**	**128**	**1,332**
Pending Project Trips	0	13	35	37	570	0	0	41	79	26	304	2	1,107
Cumulative No Project Conditions	**96**	**48**	**157**	**181**	**768**	**4**	**8**	**158**	**261**	**125**	**503**	**130**	**2,439**
Proposed Project Trips (With Union Rd Extension)	0	30	3	8	28	6	5	32	97	78	10	0	297
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-15	-6	0	0	-21
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	30	3	8	28	6	5	32	82	72	10	0	276
Background Plus Project Conditions	**96**	**65**	**125**	**152**	**226**	**10**	**13**	**149**	**264**	**171**	**209**	**128**	**1,608**
Cumulative Plus Project Conditions	**96**	**78**	**160**	**189**	**796**	**10**	**13**	**190**	**343**	**197**	**513**	**130**	**2,715**

3 2942
Intersection Name: Enterprise Road and Airline Highway
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	50	2	20	19	396	28	23	3	38	16	236	21	852
Peak 15-Minute Volumes	12	1	9	4	99	7	10	2	11	2	68	3	228
Peak 15-Minute Volumes x 4	48	4	36	16	396	28	40	8	44	8	272	12	912
Existing Conditions	**48**	**4**	**36**	**16**	**396**	**28**	**40**	**8**	**44**	**8**	**272**	**12**	**912**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	135	0	0	0	0	0	98	0	233
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	135	0	0	0	0	0	98	0	233
Existing Plus Project Conditions	**48**	**4**	**36**	**16**	**531**	**28**	**40**	**8**	**44**	**8**	**370**	**12**	**1,145**
Approved Project Trips	99	0	3	1	59	4	11	0	1	2	52	33	265
Background Conditions	**147**	**4**	**39**	**17**	**455**	**32**	**51**	**8**	**45**	**10**	**324**	**45**	**1,177**
Pending Project Trips	0	0	0	0	649	0	0	0	0	0	331	0	980
Cumulative No Project Conditions	**147**	**4**	**39**	**17**	**1,104**	**32**	**51**	**8**	**45**	**10**	**655**	**45**	**2,157**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	135	0	0	0	0	0	98	0	233
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	135	0	0	0	0	0	98	0	233
Background Plus Project Conditions	**147**	**4**	**39**	**17**	**590**	**32**	**51**	**8**	**45**	**10**	**422**	**45**	**1,410**
Cumulative Plus Project Conditions	**147**	**4**	**39**	**17**	**1,239**	**32**	**51**	**8**	**45**	**10**	**753**	**45**	**2,390**

4 3430
Intersection Name: Airline Highway and Union Road
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	103	123	76	206	256	26	30	270	167	106	134	112	1,609
Peak 15-Minute Volumes	29	33	18	63	74	8	15	74	38	31	44	43	470
Peak 15-Minute Volumes x 4	116	132	72	252	296	32	60	296	152	124	176	172	1,880
Existing Conditions	**116**	**132**	**72**	**252**	**296**	**32**	**60**	**296**	**152**	**124**	**176**	**172**	**1,880**
Proposed Project Trips (No Union Rd Extension)	0	74	0	0	0	8	7	102	22	14	0	0	227
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-15	-6	0	0	-21
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	74	0	0	0	8	7	102	7	8	0	0	206
Existing Plus Project Conditions	**116**	**206**	**72**	**252**	**296**	**40**	**67**	**398**	**159**	**132**	**176**	**172**	**2,086**
Approved Project Trips	46	50	40	119	85	2	1	117	42	36	38	98	674
Background Conditions	**162**	**182**	**112**	**371**	**381**	**34**	**61**	**413**	**194**	**160**	**214**	**270**	**2,554**
Pending Project Trips	7	250	13	30	4	14	27	497	126	67	2	7	1,044
Cumulative No Project Conditions	**169**	**432**	**125**	**401**	**385**	**48**	**88**	**910**	**320**	**227**	**216**	**277**	**3,598**
Proposed Project Trips (With Union Rd Extension)	0	74	0	0	0	0	0	102	22	14	0	0	212
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-15	-6	0	0	-21
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	74	0	0	0	0	0	102	7	8	0	0	191
Background Plus Project Conditions	**162**	**256**	**112**	**371**	**381**	**34**	**61**	**515**	**201**	**168**	**214**	**270**	**2,745**
Cumulative Plus Project Conditions	**169**	**506**	**125**	**401**	**385**	**48**	**88**	**1,012**	**327**	**235**	**216**	**277**	**3,789**

5 2367
Intersection Name: Airline Highway and Sunset Drive
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	48	305	138	203	117	26	57	499	29	10	103	70	1,605
Peak 15-Minute Volumes	8	61	29	79	18	8	13	164	7	3	28	13	431
Peak 15-Minute Volumes x 4	32	244	116	316	72	32	52	656	28	12	112	52	1,724
Existing Conditions	**32**	**244**	**116**	**316**	**72**	**32**	**52**	**656**	**28**	**12**	**112**	**52**	**1,724**
Proposed Project Trips (No Union Rd Extension)	0	59	0	0	0	0	0	88	15	15	0	0	177
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	59	0	0	0	0	0	88	15	15	0	0	177
Existing Plus Project Conditions	**32**	**303**	**116**	**316**	**72**	**32**	**52**	**744**	**43**	**27**	**112**	**52**	**1,901**
Approved Project Trips	10	129	14	33	1	3	5	321	8	3	0	20	547
Background Conditions	**42**	**373**	**130**	**349**	**73**	**35**	**57**	**977**	**36**	**15**	**112**	**72**	**2,271**
Pending Project Trips	6	241	24	104	0	13	27	477	28	14	0	7	941
Cumulative No Project Conditions	**48**	**614**	**154**	**453**	**73**	**48**	**84**	**1,454**	**64**	**29**	**112**	**79**	**3,212**
Proposed Project Trips (With Union Rd Extension)	0	59	0	0	0	0	0	88	15	15	0	0	177
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	59	0	0	0	0	0	88	15	15	0	0	177
Background Plus Project Conditions	**42**	**432**	**130**	**349**	**73**	**35**	**57**	**1,065**	**51**	**30**	**112**	**72**	**2,448**
Cumulative Plus Project Conditions	**48**	**673**	**154**	**453**	**73**	**48**	**84**	**1,542**	**79**	**44**	**112**	**79**	**3,389**

6 2331
Intersection Name: SR 25 and Sunnyslope Road/Tres Pinos Roac
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	158	390	199	218	410	156	71	507	179	150	231	267	2,936
Peak 15-Minute Volumes	47	108	48	59	134	44	11	129	57	39	60	65	801
Peak 15-Minute Volumes x 4	188	432	192	236	536	176	44	516	228	156	240	260	3,204
Existing Conditions	**188**	**432**	**192**	**236**	**536**	**176**	**44**	**516**	**228**	**156**	**240**	**260**	**3,204**
Proposed Project Trips (No Union Rd Extension)	0	47	0	0	4	0	0	74	14	12	4	0	155
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	47	0	0	4	0	0	74	14	12	4	0	155
Existing Plus Project Conditions	**188**	**479**	**192**	**236**	**540**	**176**	**44**	**590**	**242**	**168**	**244**	**260**	**3,359**
Approved Project Trips	79	110	67	137	155	4	5	255	98	30	74	49	1,063
Background Conditions	**267**	**542**	**259**	**373**	**691**	**180**	**49**	**771**	**326**	**186**	**314**	**309**	**4,267**
Pending Project Trips	41	212	52	231	11	28	29	490	53	32	4	38	1,221
Cumulative No Project Conditions	**308**	**754**	**311**	**604**	**702**	**208**	**78**	**1,261**	**379**	**218**	**318**	**347**	**5,488**
Proposed Project Trips (With Union Rd Extension)	0	47	0	0	4	0	0	74	14	12	4	0	155
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	47	0	0	4	0	0	74	14	12	4	0	155
Background Plus Project Conditions	**267**	**589**	**259**	**373**	**695**	**180**	**49**	**845**	**340**	**198**	**318**	**309**	**4,422**
Cumulative Plus Project Conditions	**308**	**801**	**311**	**604**	**706**	**208**	**78**	**1,335**	**393**	**230**	**322**	**347**	**5,643**

7 422
Intersection Name: SR 25 and East Park Street
Peak Hour: AM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	72	493	0	0	0	0	0	861	132	259	0	92	1,909
Peak 15-Minute Volumes	27	143	0	0	0	0	0	207	48	75	0	27	527
Peak 15-Minute Volumes x 4	108	572	0	0	0	0	0	828	192	300	0	108	2,108
Existing Conditions	**72**	**493**	**0**	**0**	**0**	**0**	**0**	**861**	**132**	**259**	**0**	**92**	**1,909**
Proposed Project Trips (No Union Rd Extension)	0	47	0	0	0	0	0	74	0	0	0	0	121
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	47	0	0	0	0	0	74	0	0	0	0	121
Existing Plus Project Conditions	**72**	**540**	**0**	**0**	**0**	**0**	**0**	**935**	**132**	**259**	**0**	**92**	**2,030**
Approved Project Trips	29	220	0	0	0	0	0	434	7	35	0	18	743
Background Conditions	**101**	**713**	**0**	**0**	**0**	**0**	**0**	**1,295**	**139**	**294**	**0**	**110**	**2,652**
Pending Project Trips	1	288	0	0	0	0	0	721	38	18	0	2	1,068
Cumulative No Project Conditions	**102**	**1,001**	**0**	**0**	**0**	**0**	**0**	**2,016**	**177**	**312**	**0**	**112**	**3,720**
Proposed Project Trips (With Union Rd Extension)	0	47	0	0	0	0	0	74	0	0	0	0	121
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	47	0	0	0	0	0	74	0	0	0	0	121
Background Plus Project Conditions	**101**	**760**	**0**	**0**	**0**	**0**	**0**	**1,369**	**139**	**294**	**0**	**110**	**2,773**
Cumulative Plus Project Conditions	**102**	**1,048**	**0**	**0**	**0**	**0**	**0**	**2,090**	**177**	**312**	**0**	**112**	**3,841**

8 1449
Intersection Name: SR 25 and Hillcrest Road
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	68	460	105	234	253	63	52	805	112	42	135	68	2,397
Peak 15-Minute Volumes	10	95	30	80	63	15	11	259	36	15	29	15	658
Peak 15-Minute Volumes x 4	40	380	120	320	252	60	44	1,036	144	60	116	60	2,632
Existing Conditions	**40**	**380**	**120**	**320**	**252**	**60**	**44**	**1,036**	**144**	**60**	**116**	**60**	**2,632**
Proposed Project Trips (No Union Rd Extension)	0	42	0	0	3	0	0	68	6	5	2	0	126
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	42	0	0	3	0	0	68	6	5	2	0	126
Existing Plus Project Conditions	**40**	**422**	**120**	**320**	**255**	**60**	**44**	**1,104**	**150**	**65**	**118**	**60**	**2,758**
Approved Project Trips	0	117	17	47	102	78	38	298	124	59	45	0	925
Background Conditions	**40**	**497**	**137**	**367**	**354**	**138**	**82**	**1,334**	**268**	**119**	**161**	**60**	**3,557**
Pending Project Trips	13	263	46	124	21	7	12	676	35	19	7	4	1,227
Cumulative No Project Conditions	**53**	**760**	**183**	**491**	**375**	**145**	**94**	**2,010**	**303**	**138**	**168**	**64**	**4,784**
Proposed Project Trips (With Union Rd Extension)	0	42	0	0	3	0	0	68	6	5	2	0	126
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	42	0	0	3	0	0	68	6	5	2	0	126
Background Plus Project Conditions	**40**	**539**	**137**	**367**	**357**	**138**	**82**	**1,402**	**274**	**124**	**163**	**60**	**3,683**
Cumulative Plus Project Conditions	**53**	**802**	**183**	**491**	**378**	**145**	**94**	**2,078**	**309**	**143**	**170**	**64**	**4,910**

9 1447
Intersection Name: SR 25 and Meridian Street
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	24	373	51	164	278	137	47	918	131	123	187	54	2,487
Peak 15-Minute Volumes	2	107	15	41	88	51	14	229	28	32	71	10	688
Peak 15-Minute Volumes x 4	8	428	60	164	352	204	56	916	112	128	284	40	2,752
Existing Conditions	**8**	**428**	**60**	**164**	**352**	**204**	**56**	**916**	**112**	**128**	**284**	**40**	**2,752**
Proposed Project Trips (No Union Rd Extension)	0	38	0	0	0	0	0	63	4	4	0	0	109
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	38	0	0	0	0	0	63	4	4	0	0	109
Existing Plus Project Conditions	**8**	**466**	**60**	**164**	**352**	**204**	**56**	**979**	**116**	**132**	**284**	**40**	**2,861**
Approved Project Trips	0	95	0	1	12	0	0	274	71	39	24	0	516
Background Conditions	**8**	**523**	**60**	**165**	**364**	**204**	**56**	**1,190**	**183**	**167**	**308**	**40**	**3,268**
Pending Project Trips	5	227	10	16	22	42	23	723	59	53	29	2	1,211
Cumulative No Project Conditions	**13**	**750**	**70**	**181**	**386**	**246**	**79**	**1,913**	**242**	**220**	**337**	**42**	**4,479**
Proposed Project Trips (With Union Rd Extension)	0	38	0	0	0	0	0	63	4	4	0	0	109
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	38	0	0	0	0	0	63	4	4	0	0	109
Background Plus Project Conditions	**8**	**561**	**60**	**165**	**364**	**204**	**56**	**1,253**	**187**	**171**	**308**	**40**	**3,377**
Cumulative Plus Project Conditions	**13**	**788**	**70**	**181**	**386**	**246**	**79**	**1,976**	**246**	**224**	**337**	**42**	**4,588**

10 1445
Intersection Name: SR 25 and Santa Ana Road
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	11	271	47	128	271	117	237	760	147	77	269	22	2,357
Peak 15-Minute Volumes	1	71	9	37	59	26	52	240	40	22	53	8	618
Peak 15-Minute Volumes x 4	4	284	36	148	236	104	208	960	160	88	212	32	2,472
Existing Conditions	**4**	**284**	**36**	**148**	**236**	**104**	**208**	**960**	**160**	**88**	**212**	**32**	**2,472**
Proposed Project Trips (No Union Rd Extension)	0	35	0	0	3	0	0	61	3	3	3	0	108
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	35	0	0	3	0	0	61	3	3	3	0	108
Existing Plus Project Conditions	**4**	**319**	**36**	**148**	**239**	**104**	**208**	**1,021**	**163**	**91**	**215**	**32**	**2,580**
Approved Project Trips	0	85	9	26	8	8	11	258	7	3	5	0	420
Background Conditions	**4**	**369**	**45**	**174**	**244**	**112**	**219**	**1,218**	**167**	**91**	**217**	**32**	**2,892**
Pending Project Trips	0	160	5	13	109	18	21	666	54	64	30	0	1,140
Cumulative No Project Conditions	**4**	**529**	**50**	**187**	**353**	**130**	**240**	**1,884**	**221**	**155**	**247**	**32**	**4,032**
Proposed Project Trips (With Union Rd Extension)	0	35	0	0	3	0	0	61	3	3	3	0	108
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	35	0	0	3	0	0	61	3	3	3	0	108
Background Plus Project Conditions	**4**	**404**	**45**	**174**	**247**	**112**	**219**	**1,279**	**170**	**94**	**220**	**32**	**3,000**
Cumulative Plus Project Conditions	**4**	**564**	**50**	**187**	**356**	**130**	**240**	**1,945**	**224**	**158**	**250**	**32**	**4,140**

11 2842
Intersection Name: San Felipe Road and SR 25
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 11/06/18

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	4	310	90	350	509	23	16	459	339	158	161	10	2,429
Peak 15-Minute Volumes	1	87	25	108	99	5	3	151	71	41	46	4	641
Peak 15-Minute Volumes x 4	4	348	100	432	396	20	12	604	284	164	184	16	2,564
Existing Conditions	**4**	**348**	**100**	**432**	**396**	**20**	**12**	**604**	**284**	**164**	**184**	**16**	**2,564**
Proposed Project Trips (No Union Rd Extension)	0	0	10	12	44	5	6	0	0	0	19	0	96
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	10	12	44	5	6	0	0	0	19	0	96
Existing Plus Project Conditions	**4**	**348**	**110**	**444**	**440**	**25**	**18**	**604**	**284**	**164**	**203**	**16**	**2,660**
Approved Project Trips	0	16	14	74	202	7	6	69	45	16	74	0	523
Background Conditions	**4**	**364**	**114**	**506**	**598**	**27**	**18**	**673**	**329**	**180**	**258**	**16**	**3,087**
Pending Project Trips	0	119	84	543	137	0	0	573	239	86	67	0	1,848
Cumulative No Project Conditions	**4**	**483**	**198**	**1,049**	**735**	**27**	**18**	**1,246**	**568**	**266**	**325**	**16**	**4,935**
Proposed Project Trips (With Union Rd Extension)	0	0	10	12	44	5	6	0	0	0	19	0	96
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	10	12	44	5	6	0	0	0	19	0	96
Background Plus Project Conditions	**4**	**364**	**124**	**518**	**642**	**32**	**24**	**673**	**329**	**180**	**277**	**16**	**3,183**
Cumulative Plus Project Conditions	**4**	**483**	**208**	**1,061**	**779**	**32**	**24**	**1,246**	**568**	**266**	**344**	**16**	**5,031**

12 1274
Intersection Name: Fairview Road and Union Road (Future
Peak Hour: AM
Jurisdiction: County Count Date: --

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	0	155	0	0	0	0	0	248	0	0	0	0	403
Peak 15-Minute Volumes	0	39	0	0	0	0	0	84	0	0	0	0	123
Peak 15-Minute Volumes x 4	0	156	0	0	0	0	0	336	0	0	0	0	492
Existing Conditions	**0**	**155**	**0**	**0**	**0**	**0**	**0**	**248**	**0**	**0**	**0**	**0**	**403**
Proposed Project Trips (No Union Rd Extension)	0	25	0	0	0	0	0	33	0	0	0	0	58
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	33	0	0	0	0	58
Existing Plus Project Conditions	**0**	**180**	**0**	**0**	**0**	**0**	**0**	**281**	**0**	**0**	**0**	**0**	**461**
Approved Project Trips	85	48	0	0	0	0	0	95	35	32	0	176	471
Background Conditions	**85**	**203**	**0**	**0**	**0**	**0**	**0**	**343**	**35**	**32**	**0**	**176**	**874**
Pending Project Trips	4	48	0	0	0	0	0	79	0	0	0	2	133
Cumulative No Project Conditions	**89**	**251**	**0**	**0**	**0**	**0**	**0**	**422**	**35**	**32**	**0**	**178**	**1,007**
Proposed Project Trips (With Union Rd Extension)	0	25	0	0	0	0	0	33	7	8	0	0	73
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	33	7	8	0	0	73
Background Plus Project Conditions	**85**	**228**	**0**	**0**	**0**	**0**	**0**	**376**	**42**	**40**	**0**	**176**	**947**
Cumulative Plus Project Conditions	**89**	**276**	**0**	**0**	**0**	**0**	**0**	**455**	**42**	**40**	**0**	**178**	**1,080**

13 2347
Intersection Name: Fairview Road and Sunnyslope Roac
Peak Hour: AM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	180	130	39	45	47	7	5	261	33	33	29	192	1,001
Peak 15-Minute Volumes	39	31	12	17	6	0	1	89	8	9	15	73	300
Peak 15-Minute Volumes x 4	156	124	48	68	24	0	4	356	32	36	60	292	1,200
Existing Conditions	**180**	**130**	**39**	**45**	**47**	**7**	**5**	**261**	**33**	**33**	**29**	**192**	**1,001**
Proposed Project Trips (No Union Rd Extension)	0	15	0	0	0	0	0	23	10	9	0	0	57
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	15	0	0	0	0	0	23	10	9	0	0	57
Existing Plus Project Conditions	**180**	**145**	**39**	**45**	**47**	**7**	**5**	**284**	**43**	**42**	**29**	**192**	**1,058**
Approved Project Trips	43	93	34	72	212	32	15	200	55	20	101	36	913
Background Conditions	**223**	**223**	**73**	**117**	**259**	**39**	**20**	**461**	**88**	**53**	**130**	**228**	**1,914**
Pending Project Trips	2	50	0	0	0	0	0	96	6	8	0	6	168
Cumulative No Project Conditions	**225**	**273**	**73**	**117**	**259**	**39**	**20**	**557**	**94**	**61**	**130**	**234**	**2,082**
Proposed Project Trips (With Union Rd Extension)	0	15	0	0	0	0	0	23	10	9	0	0	57
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	15	0	0	0	0	0	23	10	9	0	0	57
Background Plus Project Conditions	**223**	**238**	**73**	**117**	**259**	**39**	**20**	**484**	**98**	**62**	**130**	**228**	**1,971**
Cumulative Plus Project Conditions	**225**	**288**	**73**	**117**	**259**	**39**	**20**	**580**	**104**	**70**	**130**	**234**	**2,139**

14 2242
Intersection Name: Fairview Road and Hillcrest Road
Peak Hour: AM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	87	316	0	0	0	0	0	464	36	36	0	109	1,048
Peak 15-Minute Volumes	20	71	0	0	0	0	0	165	13	10	0	32	311
Peak 15-Minute Volumes x 4	80	284	0	0	0	0	0	660	52	40	0	128	1,244
Existing Conditions	**87**	**316**	**0**	**0**	**0**	**0**	**0**	**464**	**36**	**36**	**0**	**109**	**1,048**
Proposed Project Trips (No Union Rd Extension)	0	10	0	0	0	0	0	17	6	6	0	0	39
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	10	0	0	0	0	0	17	6	6	0	0	39
Existing Plus Project Conditions	**87**	**326**	**0**	**0**	**0**	**0**	**0**	**481**	**42**	**42**	**0**	**109**	**1,087**
Approved Project Trips	0	76	42	90	179	68	32	208	68	25	85	1	874
Background Conditions	**87**	**392**	**42**	**90**	**179**	**68**	**32**	**672**	**104**	**61**	**85**	**110**	**1,922**
Pending Project Trips	1	37	0	0	0	0	0	96	8	14	0	5	161
Cumulative No Project Conditions	**88**	**429**	**42**	**90**	**179**	**68**	**32**	**768**	**112**	**75**	**85**	**115**	**2,083**
Proposed Project Trips (With Union Rd Extension)	0	10	0	0	0	0	0	17	6	6	0	0	39
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	10	0	0	0	0	0	17	6	6	0	0	39
Background Plus Project Conditions	**87**	**402**	**42**	**90**	**179**	**68**	**32**	**689**	**110**	**67**	**85**	**110**	**1,961**
Cumulative Plus Project Conditions	**88**	**439**	**42**	**90**	**179**	**68**	**32**	**785**	**118**	**81**	**85**	**115**	**2,122**

15 2245
Intersection Name: Fairview Road and Santa Ana Roac
Peak Hour: AM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	105	304	0	0	0	0	0	425	129	90	0	102	1,155
Peak 15-Minute Volumes	21	74	0	0	0	0	0	151	38	20	0	35	339
Peak 15-Minute Volumes x 4	84	296	0	0	0	0	0	604	152	80	0	140	1,356
Existing Conditions	**105**	**304**	**0**	**0**	**0**	**0**	**0**	**425**	**129**	**90**	**0**	**102**	**1,155**
Proposed Project Trips (No Union Rd Extension)	0	7	0	0	0	0	0	14	3	3	0	0	27
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	14	3	3	0	0	27
Existing Plus Project Conditions	**105**	**311**	**0**	**0**	**0**	**0**	**0**	**439**	**132**	**93**	**0**	**102**	**1,182**
Approved Project Trips	0	88	0	0	0	0	0	227	42	18	0	0	375
Background Conditions	**105**	**392**	**0**	**0**	**0**	**0**	**0**	**652**	**171**	**108**	**0**	**102**	**1,530**
Pending Project Trips	8	38	0	0	0	0	0	152	14	19	0	13	244
Cumulative No Project Conditions	**113**	**430**	**0**	**0**	**0**	**0**	**0**	**804**	**185**	**127**	**0**	**115**	**1,774**
Proposed Project Trips (With Union Rd Extension)	0	7	0	0	0	0	0	14	3	3	0	0	27
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	7	0	0	0	0	0	14	3	3	0	0	27
Background Plus Project Conditions	**105**	**399**	**0**	**0**	**0**	**0**	**0**	**666**	**174**	**111**	**0**	**102**	**1,557**
Cumulative Plus Project Conditions	**113**	**437**	**0**	**0**	**0**	**0**	**0**	**818**	**188**	**130**	**0**	**115**	**1,801**

16 2487
Intersection Name: San Benito Street and Nash Roac
Peak Hour: AM
Jurisdiction: City Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	18	151	226	163	165	128	134	182	54	26	132	40	1,419
Peak 15-Minute Volumes	9	60	73	38	51	38	41	65	20	6	35	14	450
Peak 15-Minute Volumes x 4	36	240	292	152	204	152	164	260	80	24	140	56	1,800
Existing Conditions	**18**	**151**	**226**	**163**	**165**	**128**	**134**	**182**	**54**	**26**	**132**	**40**	**1,419**
Proposed Project Trips (No Union Rd Extension)	0	4	0	0	2	1	1	4	0	0	2	0	14
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	0	0	2	1	1	4	0	0	2	0	14
Existing Plus Project Conditions	**18**	**155**	**226**	**163**	**167**	**129**	**135**	**186**	**54**	**26**	**134**	**40**	**1,433**
Approved Project Trips	1	54	33	17	168	11	18	82	2	1	85	5	477
Background Conditions	**19**	**205**	**259**	**180**	**333**	**139**	**152**	**264**	**56**	**27**	**217**	**45**	**1,896**
Pending Project Trips	8	28	25	11	17	1	1	34	0	0	6	58	189
Cumulative No Project Conditions	**27**	**233**	**284**	**191**	**350**	**140**	**153**	**298**	**56**	**27**	**223**	**103**	**2,085**
Proposed Project Trips (With Union Rd Extension)	0	4	0	0	2	1	1	4	0	0	2	0	14
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	4	0	0	2	1	1	4	0	0	2	0	14
Background Plus Project Conditions	**19**	**209**	**259**	**180**	**335**	**140**	**153**	**268**	**56**	**27**	**219**	**45**	**1,910**
Cumulative Plus Project Conditions	**27**	**237**	**284**	**191**	**352**	**141**	**154**	**302**	**56**	**27**	**225**	**103**	**2,099**

17 4031
Intersection Name: Southside Road and Union Roac
Peak Hour: AM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	14	22	28	15	477	44	57	51	125	77	291	7	1,208
Peak 15-Minute Volumes	6	9	7	4	123	11	7	4	23	25	104	3	326
Peak 15-Minute Volumes x 4	24	36	28	16	492	44	28	16	92	100	416	12	1,304
Existing Conditions	**14**	**22**	**28**	**15**	**477**	**44**	**57**	**51**	**125**	**77**	**291**	**7**	**1,208**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	22	0	0	0	4	1	14	0	41
Existing Reassignment due to Southside Rd Access	0	0	0	0	-15	0	0	0	15	6	-6	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	7	0	0	0	19	7	8	0	41
Existing Plus Project Conditions	**14**	**22**	**28**	**15**	**484**	**44**	**57**	**51**	**144**	**84**	**299**	**7**	**1,249**
Approved Project Trips	0	4	3	7	86	35	102	12	95	33	46	0	423
Background Conditions	**14**	**26**	**31**	**22**	**563**	**79**	**159**	**63**	**220**	**110**	**337**	**7**	**1,631**
Pending Project Trips	0	0	0	0	110	24	17	0	6	2	60	0	219
Cumulative No Project Conditions	**14**	**26**	**31**	**22**	**673**	**103**	**176**	**63**	**226**	**112**	**397**	**7**	**1,850**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	22	0	0	0	4	1	14	0	41
Existing Reassignment due to Southside Rd Access	0	0	0	0	-15	0	0	0	15	6	-6	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	7	0	0	0	19	7	8	0	41
Background Plus Project Conditions	**14**	**26**	**31**	**22**	**570**	**79**	**159**	**63**	**239**	**117**	**345**	**7**	**1,672**
Cumulative Plus Project Conditions	**14**	**26**	**31**	**22**	**680**	**103**	**176**	**63**	**245**	**119**	**405**	**7**	**1,891**

18 2925
Intersection Name: San Benito Street and Union Roac
Peak Hour: AM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	172	0	171	319	335	0	0	0	0	0	173	156	1,326
Peak 15-Minute Volumes	41	0	75	85	72	0	0	0	0	0	49	41	363
Peak 15-Minute Volumes x 4	164	0	300	340	288	0	0	0	0	0	196	164	1,452
Existing Conditions	**172**	**0**	**171**	**319**	**335**	**0**	**0**	**0**	**0**	**0**	**173**	**156**	**1,326**
Proposed Project Trips (No Union Rd Extension)	0	0	7	7	19	0	0	0	0	0	9	0	42
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	7	7	19	0	0	0	0	0	9	0	42
Existing Plus Project Conditions	**172**	**0**	**178**	**326**	**354**	**0**	**0**	**0**	**0**	**0**	**182**	**156**	**1,368**
Approved Project Trips	38	0	26	65	115	0	0	0	0	0	53	36	333
Background Conditions	**210**	**0**	**197**	**384**	**450**	**0**	**0**	**0**	**0**	**0**	**226**	**192**	**1,659**
Pending Project Trips	0	0	16	29	87	0	0	0	0	0	46	0	178
Cumulative No Project Conditions	**210**	**0**	**213**	**413**	**537**	**0**	**0**	**0**	**0**	**0**	**272**	**192**	**1,837**
Proposed Project Trips (With Union Rd Extension)	0	0	7	7	19	0	0	0	0	0	9	0	42
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	7	7	19	0	0	0	0	0	9	0	42
Background Plus Project Conditions	**210**	**0**	**204**	**391**	**469**	**0**	**0**	**0**	**0**	**0**	**235**	**192**	**1,701**
Cumulative Plus Project Conditions	**210**	**0**	**220**	**420**	**556**	**0**	**0**	**0**	**0**	**0**	**281**	**192**	**1,879**

19 3072
Intersection Name: Union Road/Mitchell Road and SR 156
Peak Hour: AM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Peak Hour Volumes	3	16	43	22	721	15	12	13	504	233	476	4	2,062
Peak 15-Minute Volumes	0	7	13	7	181	3	5	2	103	79	148	2	550
Peak 15-Minute Volumes x 4	0	28	52	28	724	12	20	8	412	316	592	8	2,200
Existing Conditions	**0**	**28**	**52**	**28**	**724**	**12**	**20**	**8**	**412**	**316**	**592**	**8**	**2,200**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	0	0	0	0	19	9	0	0	28
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	0	0	0	19	9	0	0	28
Existing Plus Project Conditions	**0**	**28**	**52**	**28**	**724**	**12**	**20**	**8**	**431**	**325**	**592**	**8**	**2,228**
Approved Project Trips	0	0	0	0	22	58	61	0	157	99	15	0	412
Background Conditions	**0**	**28**	**52**	**28**	**746**	**70**	**81**	**8**	**569**	**415**	**607**	**8**	**2,612**
Pending Project Trips	0	0	0	0	119	0	0	0	87	46	102	0	354
Cumulative No Project Conditions	**0**	**28**	**52**	**28**	**865**	**70**	**81**	**8**	**656**	**461**	**709**	**8**	**2,966**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	0	0	0	0	19	9	0	0	28
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	0	0	0	19	9	0	0	28
Background Plus Project Conditions	**0**	**28**	**52**	**28**	**746**	**70**	**81**	**8**	**588**	**424**	**607**	**8**	**2,640**
Cumulative Plus Project Conditions	**0**	**28**	**52**	**28**	**865**	**70**	**81**	**8**	**675**	**470**	**709**	**8**	**2,994**

1 3132
Intersection Name: South Ridgemark Drive/Best Road and Airline Highway
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	10	1	4	8	251	2	6	1	33	48	188	18	570
Peak 15-Minute Volumes	0	1	0	2	78	1	0	0	10	12	46	1	151
Peak 15-Minute Volumes x 4	0	4	0	8	312	4	0	0	40	48	184	4	604
Existing Conditions	**0**	**4**	**0**	**8**	**312**	**4**	**0**	**0**	**40**	**48**	**184**	**4**	**604**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	8	3	2	0	24	41	7	0	85
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	8	3	2	0	24	41	7	0	85
Existing Plus Project Conditions	**0**	**4**	**0**	**8**	**320**	**7**	**2**	**0**	**64**	**89**	**191**	**4**	**689**
Approved Project Trips	0	0	0	0	129	0	0	0	0	0	100	0	229
Background Conditions	**0**	**4**	**0**	**8**	**441**	**4**	**0**	**0**	**40**	**48**	**284**	**4**	**833**
Pending Project Trips	0	0	5	5	517	24	21	0	0	0	727	0	1,299
Cumulative No Project Conditions	**0**	**4**	**5**	**13**	**958**	**28**	**21**	**0**	**40**	**48**	**1,011**	**4**	**2,132**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	8	3	2	0	24	41	7	0	85
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	8	3	2	0	24	41	7	0	85
Background Plus Project Conditions	**0**	**4**	**0**	**8**	**449**	**7**	**2**	**0**	**64**	**89**	**291**	**4**	**918**
Cumulative Plus Project Conditions	**0**	**4**	**5**	**13**	**966**	**31**	**23**	**0**	**64**	**89**	**1,018**	**4**	**2,217**

2 3337
Intersection Name: Fairview Road/Ridgemark Drive and Airline Highway
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	65	53	73	84	197	7	9	37	78	195	162	72	1,032
Peak 15-Minute Volumes	14	18	20	21	42	0	3	10	26	50	37	22	263
Peak 15-Minute Volumes x 4	56	72	80	84	168	0	12	40	104	200	148	88	1,052
Existing Conditions	**56**	**72**	**80**	**84**	**168**	**0**	**12**	**40**	**104**	**200**	**148**	**88**	**1,052**
Proposed Project Trips (No Union Rd Extension)	0	37	8	5	19	8	7	32	119	141	33	0	409
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-8	-14	0	0	-22
Project Retail Passby Trips	0	16	0	0	0	2	2	17	17	16	0	0	70
Net Project Trips	0	53	8	5	19	10	9	49	128	143	33	0	457
Existing Plus Project Conditions	**56**	**125**	**88**	**89**	**187**	**10**	**21**	**89**	**232**	**343**	**181**	**88**	**1,509**
Approved Project Trips	35	9	41	61	68	0	0	13	4	6	59	41	337
Background Conditions	**91**	**81**	**121**	**145**	**236**	**0**	**12**	**53**	**108**	**206**	**207**	**129**	**1,389**
Pending Project Trips	2	44	53	53	506	0	0	20	51	92	693	1	1,515
Cumulative No Project Conditions	**93**	**125**	**174**	**198**	**742**	**0**	**12**	**73**	**159**	**298**	**900**	**130**	**2,904**
Proposed Project Trips (With Union Rd Extension)	0	49	9	5	19	8	7	44	107	129	32	0	409
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-8	-14	0	0	-22
Project Retail Passby Trips	0	16	0	0	0	2	2	17	17	16	0	0	70
Net Project Trips	0	65	9	5	19	10	9	61	116	131	32	0	457
Background Plus Project Conditions	**91**	**146**	**130**	**150**	**255**	**10**	**21**	**114**	**224**	**337**	**239**	**129**	**1,846**
Cumulative Plus Project Conditions	**93**	**190**	**183**	**203**	**761**	**10**	**21**	**134**	**275**	**429**	**932**	**130**	**3,361**

3 2942
Intersection Name: Enterprise Road and Airline Highway
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	33	2	14	24	307	29	30	3	27	53	399	51	972
Peak 15-Minute Volumes	9	1	4	8	71	7	5	1	8	13	110	14	251
Peak 15-Minute Volumes x 4	36	4	16	32	284	28	20	4	32	52	440	56	1,004
Existing Conditions	**36**	**4**	**16**	**32**	**284**	**28**	**20**	**4**	**32**	**52**	**440**	**56**	**1,004**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	141	0	0	0	0	0	179	0	320
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	141	0	0	0	0	0	179	0	320
Existing Plus Project Conditions	**36**	**4**	**16**	**32**	**425**	**28**	**20**	**4**	**32**	**52**	**619**	**56**	**1,324**
Approved Project Trips	64	0	2	3	90	13	7	0	2	1	97	110	389
Background Conditions	**100**	**4**	**18**	**35**	**374**	**41**	**27**	**4**	**34**	**53**	**537**	**166**	**1,393**
Pending Project Trips	0	0	0	0	559	0	0	0	0	0	785	0	1,344
Cumulative No Project Conditions	**100**	**4**	**18**	**35**	**933**	**41**	**27**	**4**	**34**	**53**	**1,322**	**166**	**2,737**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	141	0	0	0	0	0	179	0	320
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	141	0	0	0	0	0	179	0	320
Background Plus Project Conditions	**100**	**4**	**18**	**35**	**515**	**41**	**27**	**4**	**34**	**53**	**716**	**166**	**1,713**
Cumulative Plus Project Conditions	**100**	**4**	**18**	**35**	**1,074**	**41**	**27**	**4**	**34**	**53**	**1,501**	**166**	**3,057**

4 3430
Intersection Name: Airline Highway and Union Road
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	142	347	191	100	95	20	20	209	115	157	243	161	1,800
Peak 15-Minute Volumes	30	86	42	28	23	7	4	55	31	44	72	43	465
Peak 15-Minute Volumes x 4	120	344	168	112	92	28	16	220	124	176	288	172	1,860
Existing Conditions	**120**	**344**	**168**	**112**	**92**	**28**	**16**	**220**	**124**	**176**	**288**	**172**	**1,860**
Proposed Project Trips (No Union Rd Extension)	0	132	0	0	0	13	12	104	21	29	0	0	311
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-8	-14	0	0	-22
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	132	0	0	0	13	12	104	13	15	0	0	289
Existing Plus Project Conditions	**120**	**476**	**168**	**112**	**92**	**41**	**28**	**324**	**137**	**191**	**288**	**172**	**2,149**
Approved Project Trips	128	152	132	77	65	1	2	106	49	54	98	92	956
Background Conditions	**248**	**496**	**300**	**189**	**157**	**29**	**18**	**326**	**173**	**230**	**386**	**264**	**2,816**
Pending Project Trips	9	599	43	29	3	34	24	422	114	153	5	9	1,444
Cumulative No Project Conditions	**257**	**1,095**	**343**	**218**	**160**	**63**	**42**	**748**	**287**	**383**	**391**	**273**	**4,260**
Proposed Project Trips (With Union Rd Extension)	0	132	0	0	0	0	0	104	21	29	0	0	286
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	-8	-14	0	0	-22
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	132	0	0	0	0	0	104	13	15	0	0	264
Background Plus Project Conditions	**248**	**628**	**300**	**189**	**157**	**29**	**18**	**430**	**186**	**245**	**386**	**264**	**3,080**
Cumulative Plus Project Conditions	**257**	**1,227**	**343**	**218**	**160**	**63**	**42**	**852**	**300**	**398**	**391**	**273**	**4,524**

5 2367
Intersection Name: Airline Highway and Sunset Drive
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	64	562	205	213	88	40	40	416	23	35	73	46	1,805
Peak 15-Minute Volumes	18	155	49	56	24	5	9	102	4	9	19	12	462
Peak 15-Minute Volumes x 4	72	620	196	224	96	20	36	408	16	36	76	48	1,848
Existing Conditions	**72**	**620**	**196**	**224**	**96**	**20**	**36**	**408**	**16**	**36**	**76**	**48**	**1,848**
Proposed Project Trips (No Union Rd Extension)	0	111	0	0	0	0	0	85	20	22	0	0	238
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	111	0	0	0	0	0	85	20	22	0	0	238
Existing Plus Project Conditions	**72**	**731**	**196**	**224**	**96**	**20**	**36**	**493**	**36**	**58**	**76**	**48**	**2,086**
Approved Project Trips	56	399	58	42	1	5	6	263	6	9	1	49	895
Background Conditions	**128**	**1,019**	**254**	**266**	**97**	**25**	**42**	**671**	**22**	**45**	**77**	**97**	**2,743**
Pending Project Trips	18	584	97	26	0	33	23	411	25	35	0	18	1,270
Cumulative No Project Conditions	**146**	**1,603**	**351**	**292**	**97**	**58**	**65**	**1,082**	**47**	**80**	**77**	**115**	**4,013**
Proposed Project Trips (With Union Rd Extension)	0	111	0	0	0	0	0	85	20	22	0	0	238
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	111	0	0	0	0	0	85	20	22	0	0	238
Background Plus Project Conditions	**128**	**1,130**	**254**	**266**	**97**	**25**	**42**	**756**	**42**	**67**	**77**	**97**	**2,981**
Cumulative Plus Project Conditions	**146**	**1,714**	**351**	**292**	**97**	**58**	**65**	**1,167**	**67**	**102**	**77**	**115**	**4,251**

6 2331
Intersection Name: SR 25 and Sunnyslope Road/Tres Pinos Roac
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	224	652	220	129	259	161	141	414	200	175	311	186	3,072
Peak 15-Minute Volumes	51	178	59	32	77	36	25	112	51	43	92	48	804
Peak 15-Minute Volumes x 4	204	712	236	128	308	144	100	448	204	172	368	192	3,216
Existing Conditions	**204**	**712**	**236**	**128**	**308**	**144**	**100**	**448**	**204**	**172**	**368**	**192**	**3,216**
Proposed Project Trips (No Union Rd Extension)	0	92	0	0	5	0	0	68	17	19	6	0	207
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	92	0	0	5	0	0	68	17	19	6	0	207
Existing Plus Project Conditions	**204**	**804**	**236**	**128**	**313**	**144**	**100**	**516**	**221**	**191**	**374**	**192**	**3,423**
Approved Project Trips	74	413	204	100	165	7	5	160	171	71	164	93	1,627
Background Conditions	**278**	**1,125**	**440**	**228**	**473**	**151**	**105**	**608**	**375**	**243**	**532**	**285**	**4,843**
Pending Project Trips	56	575	239	85	7	58	31	358	51	66	12	56	1,594
Cumulative No Project Conditions	**334**	**1,700**	**679**	**313**	**480**	**209**	**136**	**966**	**426**	**309**	**544**	**341**	**6,437**
Proposed Project Trips (With Union Rd Extension)	0	92	0	0	5	0	0	68	17	19	6	0	207
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	92	0	0	5	0	0	68	17	19	6	0	207
Background Plus Project Conditions	**278**	**1,217**	**440**	**228**	**478**	**151**	**105**	**676**	**392**	**262**	**538**	**285**	**5,050**
Cumulative Plus Project Conditions	**334**	**1,792**	**679**	**313**	**485**	**209**	**136**	**1,034**	**443**	**328**	**550**	**341**	**6,644**

7 422
Intersection Name: SR 25 and East Park Street
Peak Hour: PM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	82	846	0	0	0	0	0	630	87	254	0	65	1,964
Peak 15-Minute Volumes	21	238	0	0	0	0	0	155	17	52	0	21	504
Peak 15-Minute Volumes x 4	84	952	0	0	0	0	0	620	68	208	0	84	2,016
Existing Conditions	**82**	**846**	**0**	**0**	**0**	**0**	**0**	**630**	**87**	**254**	**0**	**65**	**1,964**
Proposed Project Trips (No Union Rd Extension)	0	92	0	0	0	0	0	68	0	0	0	0	160
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	92	0	0	0	0	0	68	0	0	0	0	160
Existing Plus Project Conditions	**82**	**938**	**0**	**0**	**0**	**0**	**0**	**698**	**87**	**254**	**0**	**65**	**2,124**
Approved Project Trips	91	503	0	0	0	0	0	348	5	188	0	98	1,233
Background Conditions	**173**	**1,349**	**0**	**0**	**0**	**0**	**0**	**978**	**92**	**442**	**0**	**163**	**3,197**
Pending Project Trips	6	825	0	0	0	0	0	466	33	46	0	5	1,381
Cumulative No Project Conditions	**179**	**2,174**	**0**	**0**	**0**	**0**	**0**	**1,444**	**125**	**488**	**0**	**168**	**4,578**
Proposed Project Trips (With Union Rd Extension)	0	92	0	0	0	0	0	68	0	0	0	0	160
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	92	0	0	0	0	0	68	0	0	0	0	160
Background Plus Project Conditions	**173**	**1,441**	**0**	**0**	**0**	**0**	**0**	**1,046**	**92**	**442**	**0**	**163**	**3,357**
Cumulative Plus Project Conditions	**179**	**2,266**	**0**	**0**	**0**	**0**	**0**	**1,512**	**125**	**488**	**0**	**168**	**4,738**

8 1449
Intersection Name: SR 25 and Hillcrest Road
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	75	770	238	124	221	53	80	504	113	109	264	57	2,608
Peak 15-Minute Volumes	21	203	64	32	53	15	31	118	18	35	68	21	679
Peak 15-Minute Volumes x 4	84	812	256	128	212	60	124	472	72	140	272	84	2,716
Existing Conditions	**84**	**812**	**256**	**128**	**212**	**60**	**124**	**472**	**72**	**140**	**272**	**84**	**2,716**
Proposed Project Trips (No Union Rd Extension)	0	83	0	0	3	0	0	61	7	8	4	0	166
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	83	0	0	3	0	0	61	7	8	4	0	166
Existing Plus Project Conditions	**84**	**895**	**256**	**128**	**215**	**60**	**124**	**533**	**79**	**148**	**276**	**84**	**2,882**
Approved Project Trips	0	380	51	30	78	63	90	249	120	164	116	0	1,341
Background Conditions	**84**	**1,192**	**307**	**158**	**290**	**123**	**214**	**721**	**192**	**304**	**388**	**84**	**4,057**
Pending Project Trips	10	793	169	105	22	15	12	344	48	58	30	15	1,621
Cumulative No Project Conditions	**94**	**1,985**	**476**	**263**	**312**	**138**	**226**	**1,065**	**240**	**362**	**418**	**99**	**5,678**
Proposed Project Trips (With Union Rd Extension)	0	83	0	0	3	0	0	61	7	8	4	0	166
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	83	0	0	3	0	0	61	7	8	4	0	166
Background Plus Project Conditions	**84**	**1,275**	**307**	**158**	**293**	**123**	**214**	**782**	**199**	**312**	**392**	**84**	**4,223**
Cumulative Plus Project Conditions	**94**	**2,068**	**476**	**263**	**315**	**138**	**226**	**1,126**	**247**	**370**	**422**	**99**	**5,844**

9 1447
Intersection Name: SR 25 and Meridian Street
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	42	850	147	91	155	39	40	447	204	198	203	40	2,456
Peak 15-Minute Volumes	9	218	34	25	34	10	11	136	44	44	57	13	635
Peak 15-Minute Volumes x 4	36	872	136	100	136	40	44	544	176	176	228	52	2,540
Existing Conditions	**36**	**872**	**136**	**100**	**136**	**40**	**44**	**544**	**176**	**176**	**228**	**52**	**2,540**
Proposed Project Trips (No Union Rd Extension)	0	77	0	0	0	0	0	56	5	6	0	0	144
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	77	0	0	0	0	0	56	5	6	0	0	144
Existing Plus Project Conditions	**36**	**949**	**136**	**100**	**136**	**40**	**44**	**600**	**181**	**182**	**228**	**52**	**2,684**
Approved Project Trips	0	313	1	1	28	0	0	183	96	119	21	0	762
Background Conditions	**36**	**1,185**	**137**	**101**	**164**	**40**	**44**	**727**	**272**	**295**	**249**	**52**	**3,302**
Pending Project Trips	3	797	34	29	46	37	49	382	133	138	42	5	1,695
Cumulative No Project Conditions	**39**	**1,982**	**171**	**130**	**210**	**77**	**93**	**1,109**	**405**	**433**	**291**	**57**	**4,997**
Proposed Project Trips (With Union Rd Extension)	0	77	0	0	0	0	0	56	5	6	0	0	144
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	77	0	0	0	0	0	56	5	6	0	0	144
Background Plus Project Conditions	**36**	**1,262**	**137**	**101**	**164**	**40**	**44**	**783**	**277**	**301**	**249**	**52**	**3,446**
Cumulative Plus Project Conditions	**39**	**2,059**	**171**	**130**	**210**	**77**	**93**	**1,165**	**410**	**439**	**291**	**57**	**5,141**

10 1445
Intersection Name: SR 25 and Santa Ana Road
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	25	830	118	34	153	66	105	327	148	151	163	7	2,127
Peak 15-Minute Volumes	8	223	25	7	45	15	22	85	41	42	30	2	545
Peak 15-Minute Volumes x 4	32	892	100	28	180	60	88	340	164	168	120	8	2,180
Existing Conditions	**32**	**892**	**100**	**28**	**180**	**60**	**88**	**340**	**164**	**168**	**120**	**8**	**2,180**
Proposed Project Trips (No Union Rd Extension)	0	74	0	0	3	0	0	52	3	4	4	0	140
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	74	0	0	3	0	0	52	3	4	4	0	140
Existing Plus Project Conditions	**32**	**966**	**100**	**28**	**183**	**60**	**88**	**392**	**167**	**172**	**124**	**8**	**2,320**
Approved Project Trips	0	282	27	14	7	24	22	157	5	8	10	0	556
Background Conditions	**32**	**1,174**	**127**	**42**	**187**	**84**	**110**	**497**	**169**	**176**	**130**	**8**	**2,736**
Pending Project Trips	0	684	21	15	65	28	26	262	129	123	132	0	1,485
Cumulative No Project Conditions	**32**	**1,858**	**148**	**57**	**252**	**112**	**136**	**759**	**298**	**299**	**262**	**8**	**4,221**
Proposed Project Trips (With Union Rd Extension)	0	74	0	0	3	0	0	52	3	4	4	0	140
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	74	0	0	3	0	0	52	3	4	4	0	140
Background Plus Project Conditions	**32**	**1,248**	**127**	**42**	**190**	**84**	**110**	**549**	**172**	**180**	**134**	**8**	**2,876**
Cumulative Plus Project Conditions	**32**	**1,932**	**148**	**57**	**255**	**112**	**136**	**811**	**301**	**303**	**266**	**8**	**4,361**

11 2842
Intersection Name: San Felipe Road and SR 25
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 11/06/18

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	11	649	331	114	210	25	35	309	242	405	521	10	2,862
Peak 15-Minute Volumes	3	163	69	34	47	5	11	79	71	105	139	3	729
Peak 15-Minute Volumes x 4	12	652	276	136	188	20	44	316	284	420	556	12	2,916
Existing Conditions	**12**	**652**	**276**	**136**	**188**	**20**	**44**	**316**	**284**	**420**	**556**	**12**	**2,916**
Proposed Project Trips (No Union Rd Extension)	0	0	15	12	33	7	7	0	0	0	52	0	126
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	15	12	33	7	7	0	0	0	52	0	126
Existing Plus Project Conditions	**12**	**652**	**291**	**148**	**221**	**27**	**51**	**316**	**284**	**420**	**608**	**12**	**3,042**
Approved Project Trips	0	70	70	19	139	13	13	24	29	53	227	0	657
Background Conditions	**12**	**722**	**346**	**155**	**327**	**33**	**57**	**340**	**313**	**473**	**783**	**12**	**3,573**
Pending Project Trips	0	614	505	165	113	0	0	162	180	286	166	0	2,191
Cumulative No Project Conditions	**12**	**1,336**	**851**	**320**	**440**	**33**	**57**	**502**	**493**	**759**	**949**	**12**	**5,764**
Proposed Project Trips (With Union Rd Extension)	0	0	15	12	33	7	7	0	0	0	52	0	126
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	15	12	33	7	7	0	0	0	52	0	126
Background Plus Project Conditions	**12**	**722**	**361**	**167**	**360**	**40**	**64**	**340**	**313**	**473**	**835**	**12**	**3,699**
Cumulative Plus Project Conditions	**12**	**1,336**	**866**	**332**	**473**	**40**	**64**	**502**	**493**	**759**	**1,001**	**12**	**5,890**

12 1274
Intersection Name: Fairview Road and Union Road (Future
Peak Hour: PM
Jurisdiction: County Count Date: --

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	0	191	0	0	0	0	0	193	0	0	0	0	384
Peak 15-Minute Volumes	0	52	0	0	0	0	0	53	0	0	0	0	105
Peak 15-Minute Volumes x 4	0	208	0	0	0	0	0	212	0	0	0	0	420
Existing Conditions	**0**	**191**	**0**	**0**	**0**	**0**	**0**	**193**	**0**	**0**	**0**	**0**	**384**
Proposed Project Trips (No Union Rd Extension)	0	46	0	0	0	0	0	37	0	0	0	0	83
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	46	0	0	0	0	0	37	0	0	0	0	83
Existing Plus Project Conditions	**0**	**237**	**0**	**0**	**0**	**0**	**0**	**230**	**0**	**0**	**0**	**0**	**467**
Approved Project Trips	203	111	0	0	0	0	0	77	44	46	0	141	622
Background Conditions	**203**	**302**	**0**	**0**	**0**	**0**	**0**	**270**	**44**	**46**	**0**	**141**	**1,006**
Pending Project Trips	4	99	0	0	0	0	0	73	0	0	0	5	181
Cumulative No Project Conditions	**207**	**401**	**0**	**0**	**0**	**0**	**0**	**343**	**44**	**46**	**0**	**146**	**1,187**
Proposed Project Trips (With Union Rd Extension)	0	46	0	0	0	0	0	37	12	13	0	0	108
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	46	0	0	0	0	0	37	12	13	0	0	108
Background Plus Project Conditions	**203**	**348**	**0**	**0**	**0**	**0**	**0**	**307**	**56**	**59**	**0**	**141**	**1,114**
Cumulative Plus Project Conditions	**207**	**447**	**0**	**0**	**0**	**0**	**0**	**380**	**56**	**59**	**0**	**146**	**1,295**

13 2347
Intersection Name: Fairview Road and Sunnyslope Roac
Peak Hour: PM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	191	207	58	25	38	6	12	133	36	49	32	100	887
Peak 15-Minute Volumes	51	64	16	7	12	2	2	35	9	21	15	26	260
Peak 15-Minute Volumes x 4	204	256	64	28	48	8	8	140	36	84	60	104	1,040
Existing Conditions	**191**	**207**	**58**	**25**	**38**	**6**	**12**	**133**	**36**	**49**	**32**	**100**	**887**
Proposed Project Trips (No Union Rd Extension)	0	30	0	0	0	0	0	23	14	16	0	0	83
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	30	0	0	0	0	0	23	14	16	0	0	83
Existing Plus Project Conditions	**191**	**237**	**58**	**25**	**38**	**6**	**12**	**156**	**50**	**65**	**32**	**100**	**970**
Approved Project Trips	50	230	83	58	171	26	37	155	38	62	245	54	1,209
Background Conditions	**241**	**437**	**141**	**83**	**209**	**32**	**49**	**288**	**74**	**111**	**277**	**154**	**2,096**
Pending Project Trips	7	110	0	0	0	0	0	71	14	10	0	4	216
Cumulative No Project Conditions	**248**	**547**	**141**	**83**	**209**	**32**	**49**	**359**	**88**	**121**	**277**	**158**	**2,312**
Proposed Project Trips (With Union Rd Extension)	0	30	0	0	0	0	0	23	14	16	0	0	83
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	30	0	0	0	0	0	23	14	16	0	0	83
Background Plus Project Conditions	**241**	**467**	**141**	**83**	**209**	**32**	**49**	**311**	**88**	**127**	**277**	**154**	**2,179**
Cumulative Plus Project Conditions	**248**	**577**	**141**	**83**	**209**	**32**	**49**	**382**	**102**	**137**	**277**	**158**	**2,395**

14 2242
Intersection Name: Fairview Road and Hillcrest Road
Peak Hour: PM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	Int. Total
Peak Hour Volumes	129	399	0	0	0	0	0	218	42	60	0	57	905
Peak 15-Minute Volumes	31	110	0	0	0	0	0	59	13	21	0	20	254
Peak 15-Minute Volumes x 4	124	440	0	0	0	0	0	236	52	84	0	80	1,016
Existing Conditions	**129**	**399**	**0**	**0**	**0**	**0**	**0**	**218**	**42**	**60**	**0**	**57**	**905**
Proposed Project Trips (No Union Rd Extension)	0	20	0	0	0	0	0	15	8	10	0	0	53
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	20	0	0	0	0	0	15	8	10	0	0	53
Existing Plus Project Conditions	**129**	**419**	**0**	**0**	**0**	**0**	**0**	**233**	**50**	**70**	**0**	**57**	**958**
Approved Project Trips	1	232	103	72	144	55	79	141	47	76	206	0	1,156
Background Conditions	**130**	**631**	**103**	**72**	**144**	**55**	**79**	**359**	**89**	**136**	**206**	**57**	**2,061**
Pending Project Trips	6	103	0	0	0	0	0	56	20	14	0	3	202
Cumulative No Project Conditions	**136**	**734**	**103**	**72**	**144**	**55**	**79**	**415**	**109**	**150**	**206**	**60**	**2,263**
Proposed Project Trips (With Union Rd Extension)	0	20	0	0	0	0	0	15	8	10	0	0	53
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	20	0	0	0	0	0	15	8	10	0	0	53
Background Plus Project Conditions	**130**	**651**	**103**	**72**	**144**	**55**	**79**	**374**	**97**	**146**	**206**	**57**	**2,114**
Cumulative Plus Project Conditions	**136**	**754**	**103**	**72**	**144**	**55**	**79**	**430**	**117**	**160**	**206**	**60**	**2,316**

15 2245
Intersection Name: Fairview Road and Santa Ana Roac
Peak Hour: PM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	94	443	0	0	0	0	0	205	67	70	0	88	967
Peak 15-Minute Volumes	19	103	0	0	0	0	0	58	11	28	0	24	243
Peak 15-Minute Volumes x 4	76	412	0	0	0	0	0	232	44	112	0	96	972
Existing Conditions	**94**	**443**	**0**	**0**	**0**	**0**	**0**	**205**	**67**	**70**	**0**	**88**	**967**
Proposed Project Trips (No Union Rd Extension)	0	17	0	0	0	0	0	11	3	4	0	0	35
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	17	0	0	0	0	0	11	3	4	0	0	35
Existing Plus Project Conditions	**94**	**460**	**0**	**0**	**0**	**0**	**0**	**216**	**70**	**74**	**0**	**88**	**1,002**
Approved Project Trips	0	254	0	0	0	0	0	159	30	47	0	0	490
Background Conditions	**94**	**697**	**0**	**0**	**0**	**0**	**0**	**364**	**97**	**117**	**0**	**88**	**1,457**
Pending Project Trips	23	148	0	0	0	0	0	53	34	29	0	19	306
Cumulative No Project Conditions	**117**	**845**	**0**	**0**	**0**	**0**	**0**	**417**	**131**	**146**	**0**	**107**	**1,763**
Proposed Project Trips (With Union Rd Extension)	0	17	0	0	0	0	0	11	3	4	0	0	35
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	17	0	0	0	0	0	11	3	4	0	0	35
Background Plus Project Conditions	**94**	**714**	**0**	**0**	**0**	**0**	**0**	**375**	**100**	**121**	**0**	**88**	**1,492**
Cumulative Plus Project Conditions	**117**	**862**	**0**	**0**	**0**	**0**	**0**	**428**	**134**	**150**	**0**	**107**	**1,798**

16 2487
Intersection Name: San Benito Street and Nash Roac
Peak Hour: PM
Jurisdiction: City Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	13	151	186	238	177	125	122	171	58	47	131	17	1,436
Peak 15-Minute Volumes	6	38	45	58	46	39	30	50	13	11	30	5	371
Peak 15-Minute Volumes x 4	24	152	180	232	184	156	120	200	52	44	120	20	1,484
Existing Conditions	**13**	**151**	**186**	**238**	**177**	**125**	**122**	**171**	**58**	**47**	**131**	**17**	**1,436**
Proposed Project Trips (No Union Rd Extension)	0	6	0	0	3	1	1	5	0	0	4	0	20
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	6	0	0	3	1	1	5	0	0	4	0	20
Existing Plus Project Conditions	**13**	**157**	**186**	**238**	**180**	**126**	**123**	**176**	**58**	**47**	**135**	**17**	**1,456**
Approved Project Trips	5	110	27	39	130	15	22	84	2	3	222	1	660
Background Conditions	**18**	**261**	**213**	**277**	**307**	**140**	**144**	**255**	**60**	**50**	**353**	**18**	**2,096**
Pending Project Trips	52	47	22	31	11	2	2	45	0	0	19	8	239
Cumulative No Project Conditions	**70**	**308**	**235**	**308**	**318**	**142**	**146**	**300**	**60**	**50**	**372**	**26**	**2,335**
Proposed Project Trips (With Union Rd Extension)	0	6	0	0	3	1	1	5	0	0	4	0	20
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	6	0	0	3	1	1	5	0	0	4	0	20
Background Plus Project Conditions	**18**	**267**	**213**	**277**	**310**	**141**	**145**	**260**	**60**	**50**	**357**	**18**	**2,116**
Cumulative Plus Project Conditions	**70**	**314**	**235**	**308**	**321**	**143**	**147**	**305**	**60**	**50**	**376**	**26**	**2,355**

17 4031
Intersection Name: Southside Road and Union Roac
Peak Hour: PM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	16	54	43	12	228	36	23	31	39	73	557	33	1,145
Peak 15-Minute Volumes	4	11	13	4	63	7	9	6	17	17	146	10	307
Peak 15-Minute Volumes x 4	16	44	52	16	252	28	36	24	68	68	584	40	1,228
Existing Conditions	**16**	**54**	**43**	**12**	**228**	**36**	**23**	**31**	**39**	**73**	**557**	**33**	**1,145**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	21	0	0	0	2	4	29	0	56
Existing Reassignment due to Southside Rd Access	0	0	0	0	-8	0	0	0	8	14	-14	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	13	0	0	0	10	18	15	0	56
Existing Plus Project Conditions	**16**	**54**	**43**	**12**	**241**	**36**	**23**	**31**	**49**	**91**	**572**	**33**	**1,201**
Approved Project Trips	0	14	8	5	75	114	67	8	63	107	105	0	566
Background Conditions	**16**	**68**	**51**	**17**	**303**	**150**	**90**	**39**	**102**	**180**	**662**	**33**	**1,711**
Pending Project Trips	0	0	0	0	102	27	30	0	4	6	134	0	303
Cumulative No Project Conditions	**16**	**68**	**51**	**17**	**405**	**177**	**120**	**39**	**106**	**186**	**796**	**33**	**2,014**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	21	0	0	0	2	4	29	0	56
Existing Reassignment due to Southside Rd Access	0	0	0	0	-8	0	0	0	8	14	-14	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	13	0	0	0	10	18	15	0	56
Background Plus Project Conditions	**16**	**68**	**51**	**17**	**316**	**150**	**90**	**39**	**112**	**198**	**677**	**33**	**1,767**
Cumulative Plus Project Conditions	**16**	**68**	**51**	**17**	**418**	**177**	**120**	**39**	**116**	**204**	**811**	**33**	**2,070**

18 2925
Intersection Name: San Benito Street and Union Roac
Peak Hour: PM
Jurisdiction: County Count Date: 05/22/19

Scenario:	North Approach RT	TH	LT	East Approach RT	TH	LT	South Approach RT	TH	LT	West Approach RT	TH	LT	Int. Total
Peak Hour Volumes	201	0	154	134	238	0	0	0	0	0	441	264	1,432
Peak 15-Minute Volumes	51	0	45	26	67	0	0	0	0	0	117	70	376
Peak 15-Minute Volumes x 4	204	0	180	104	268	0	0	0	0	0	468	280	1,504
Existing Conditions	**201**	**0**	**154**	**134**	**238**	**0**	**0**	**0**	**0**	**0**	**441**	**264**	**1,432**
Proposed Project Trips (No Union Rd Extension)	0	0	11	10	14	0	0	0	0	0	22	0	57
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	11	10	14	0	0	0	0	0	22	0	57
Existing Plus Project Conditions	**201**	**0**	**165**	**144**	**252**	**0**	**0**	**0**	**0**	**0**	**463**	**264**	**1,489**
Approved Project Trips	52	0	75	47	91	0	0	0	0	0	138	58	461
Background Conditions	**253**	**0**	**229**	**181**	**329**	**0**	**0**	**0**	**0**	**0**	**579**	**322**	**1,893**
Pending Project Trips	0	0	34	28	78	0	0	0	0	0	106	0	246
Cumulative No Project Conditions	**253**	**0**	**263**	**209**	**407**	**0**	**0**	**0**	**0**	**0**	**685**	**322**	**2,139**
Proposed Project Trips (With Union Rd Extension)	0	0	11	10	14	0	0	0	0	0	22	0	57
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	11	10	14	0	0	0	0	0	22	0	57
Background Plus Project Conditions	**253**	**0**	**240**	**191**	**343**	**0**	**0**	**0**	**0**	**0**	**601**	**322**	**1,950**
Cumulative Plus Project Conditions	**253**	**0**	**274**	**219**	**421**	**0**	**0**	**0**	**0**	**0**	**707**	**322**	**2,196**

19 3072
Intersection Name: Union Road/Mitchell Road and SR 156
Peak Hour: PM
Jurisdiction: Caltrans Count Date: 05/22/19

Scenario:	North Approach			East Approach			South Approach			West Approach			Int.
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Peak Hour Volumes	4	109	113	25	629	18	69	24	384	409	574	4	2,362
Peak 15-Minute Volumes	1	28	26	8	165	2	13	4	99	113	148	0	607
Peak 15-Minute Volumes x 4	4	112	104	32	660	8	52	16	396	452	592	0	2,428
Existing Conditions	**4**	**112**	**104**	**32**	**660**	**8**	**52**	**16**	**396**	**452**	**592**	**0**	**2,428**
Proposed Project Trips (No Union Rd Extension)	0	0	0	0	0	0	0	0	14	22	0	0	36
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	0	0	0	14	22	0	0	36
Existing Plus Project Conditions	**4**	**112**	**104**	**32**	**660**	**8**	**52**	**16**	**410**	**474**	**592**	**0**	**2,464**
Approved Project Trips	0	0	0	0	21	86	93	0	169	197	24	0	590
Background Conditions	**4**	**112**	**104**	**32**	**681**	**94**	**145**	**16**	**565**	**649**	**616**	**0**	**3,018**
Pending Project Trips	0	0	0	0	145	0	0	0	78	106	147	0	476
Cumulative No Project Conditions	**4**	**112**	**104**	**32**	**826**	**94**	**145**	**16**	**643**	**755**	**763**	**0**	**3,494**
Proposed Project Trips (With Union Rd Extension)	0	0	0	0	0	0	0	0	14	22	0	0	36
Existing Reassignment due to Southside Rd Access	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	0	0	0	14	22	0	0	36
Background Plus Project Conditions	**4**	**112**	**104**	**32**	**681**	**94**	**145**	**16**	**579**	**671**	**616**	**0**	**3,054**
Cumulative Plus Project Conditions	**4**	**112**	**104**	**32**	**826**	**94**	**145**	**16**	**657**	**777**	**763**	**0**	**3,530**

Appendix C
Intersection Level of Service Calculations

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	212	20	0	212	8	68	0	8	0	0	8
Future Vol, veh/h	20	212	20	0	212	8	68	0	8	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	5	5	5	2	2	2	5	5	5
Mvmt Flow	20	212	20	0	212	8	68	0	8	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	232	0	0	472	472	212	482	488	216
Stage 1	-	-	-	-	-	-	252	252	-	216	216	-
Stage 2	-	-	-	-	-	-	220	220	-	266	272	-
Critical Hdwy	4.21	-	-	4.15	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.299	-	-	2.245	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1298	-	-	1318	-	-	502	490	828	490	476	816
Stage 1	-	-	-	-	-	-	752	698	-	779	718	-
Stage 2	-	-	-	-	-	-	782	721	-	733	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1298	-	-	1318	-	-	491	483	828	480	469	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	483	-	480	469	-
Stage 1	-	-	-	-	-	-	741	688	-	767	718	-
Stage 2	-	-	-	-	-	-	774	721	-	715	669	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	13.2	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1298	-	-	1318	-	-	816
HCM Lane V/C Ratio	0.148	0.015	-	-	-	-	-	0.01
HCM Control Delay (s)	13.2	7.8	-	-	0	-	-	9.5
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	217	32	1	218	8	103	0	11	0	0	8
Future Vol, veh/h	20	217	32	1	218	8	103	0	11	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	5	5	5	2	2	2	5	5	5
Mvmt Flow	20	217	32	1	218	8	103	0	11	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	249	0	0	485	485	217	503	513	222
Stage 1	-	-	-	-	-	-	257	257	-	224	224	-
Stage 2	-	-	-	-	-	-	228	228	-	279	289	-
Critical Hdwy	4.21	-	-	4.15	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.299	-	-	2.245	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1291	-	-	1299	-	-	492	482	823	474	460	810
Stage 1	-	-	-	-	-	-	748	695	-	772	713	-
Stage 2	-	-	-	-	-	-	775	715	-	721	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1291	-	-	1299	-	-	481	474	823	462	453	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	481	474	-	462	453	-
Stage 1	-	-	-	-	-	-	737	685	-	760	712	-
Stage 2	-	-	-	-	-	-	767	714	-	700	658	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	14.3	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	501	1291	-	-	1299	-	-	810
HCM Lane V/C Ratio	0.228	0.015	-	-	0.001	-	-	0.01
HCM Control Delay (s)	14.3	7.8	-	-	7.8	-	-	9.5
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	305	20	0	262	8	68	0	8	0	0	8
Future Vol, veh/h	20	305	20	0	262	8	68	0	8	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	5	5	5	2	2	2	5	5	5
Mvmt Flow	20	305	20	0	262	8	68	0	8	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	270	0	0	325	0	0	615	615	305	625	631	266
Stage 1	-	-	-	-	-	-	345	345	-	266	266	-
Stage 2	-	-	-	-	-	-	270	270	-	359	365	-
Critical Hdwy	4.21	-	-	4.15	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.299	-	-	2.245	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1243	-	-	1218	-	-	403	407	735	393	394	765
Stage 1	-	-	-	-	-	-	671	636	-	733	683	-
Stage 2	-	-	-	-	-	-	736	686	-	653	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1218	-	-	394	400	735	384	388	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	394	400	-	384	388	-
Stage 1	-	-	-	-	-	-	660	626	-	721	683	-
Stage 2	-	-	-	-	-	-	728	686	-	636	608	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	15.6	9.8
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	1243	-	-	1218	-	-	765
HCM Lane V/C Ratio	0.184	0.016	-	-	-	-	-	0.01
HCM Control Delay (s)	15.6	7.9	-	-	0	-	-	9.8
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	310	32	1	268	8	103	0	11	0	0	8
Future Vol, veh/h	20	310	32	1	268	8	103	0	11	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	5	5	5	2	2	2	5	5	5
Mvmt Flow	20	310	32	1	268	8	103	0	11	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	342	0	0	628	628	310	646	656	272
Stage 1	-	-	-	-	-	-	350	350	-	274	274	-
Stage 2	-	-	-	-	-	-	278	278	-	372	382	-
Critical Hdwy	4.21	-	-	4.15	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.299	-	-	2.245	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	1237	-	-	1200	-	-	395	400	730	380	381	760
Stage 1	-	-	-	-	-	-	666	633	-	726	678	-
Stage 2	-	-	-	-	-	-	728	680	-	642	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1237	-	-	1200	-	-	386	393	730	369	375	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	393	-	369	375	-
Stage 1	-	-	-	-	-	-	655	623	-	714	677	-
Stage 2	-	-	-	-	-	-	720	679	-	622	597	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	17.4	9.8
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	404	1237	-	-	1200	-	-	760
HCM Lane V/C Ratio	0.282	0.016	-	-	0.001	-	-	0.011
HCM Control Delay (s)	17.4	8	-	-	8	-	-	9.8
HCM Lane LOS	C	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	24.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	605	20	91	859	12	68	0	115	5	0	8
Future Vol, veh/h	20	605	20	91	859	12	68	0	115	5	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	5	5	5	2	2	2	5	5	5
Mvmt Flow	20	605	20	91	859	12	68	0	115	5	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	871	0	0	625	0	0	1696	1698	605	1760	1712	865
Stage 1	-	-	-	-	-	-	645	645	-	1047	1047	-
Stage 2	-	-	-	-	-	-	1051	1053	-	713	665	-
Critical Hdwy	4.21	-	-	4.15	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.299	-	-	2.245	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	737	-	-	942	-	-	73	92	498	65	89	349
Stage 1	-	-	-	-	-	-	461	467	-	272	301	-
Stage 2	-	-	-	-	-	-	274	303	-	418	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	737	-	-	942	-	-	~ 65	81	498	45	78	349
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 65	81	-	45	78	-
Stage 1	-	-	-	-	-	-	449	454	-	265	272	-
Stage 2	-	-	-	-	-	-	242	274	-	313	441	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	229	47.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	143	737	-	-	942	-	-	97
HCM Lane V/C Ratio	1.28	0.027	-	-	0.097	-	-	0.134
HCM Control Delay (s)	229	10	-	-	9.2	-	-	47.8
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	11.2	0.1	-	-	0.3	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	56.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	610	32	92	865	12	103	0	118	5	0	8
Future Vol, veh/h	20	610	32	92	865	12	103	0	118	5	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	11	11	11	5	5	5	2	2	2	5	5	5
Mvmt Flow	20	610	32	92	865	12	103	0	118	5	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	877	0	0	642	0	0	1709	1711	610	1780	1737	871
Stage 1	-	-	-	-	-	-	650	650	-	1055	1055	-
Stage 2	-	-	-	-	-	-	1059	1061	-	725	682	-
Critical Hdwy	4.21	-	-	4.15	-	-	7.12	6.52	6.22	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.55	-
Follow-up Hdwy	2.299	-	-	2.245	-	-	3.518	4.018	3.318	3.545	4.045	3.345
Pot Cap-1 Maneuver	733	-	-	928	-	-	~ 72	91	494	63	86	346
Stage 1	-	-	-	-	-	-	458	465	-	269	299	-
Stage 2	-	-	-	-	-	-	271	300	-	412	445	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	733	-	-	928	-	-	~ 64	80	494	43	75	346
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 64	80	-	43	75	-
Stage 1	-	-	-	-	-	-	446	452	-	262	269	-
Stage 2	-	-	-	-	-	-	238	270	-	305	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	$ 470.8	49.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	733	-	-	928	-	-	93
HCM Lane V/C Ratio	1.842	0.027	-	-	0.099	-	-	0.14
HCM Control Delay (s)	$ 470.8	10	-	-	9.3	-	-	49.9
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	17.4	0.1	-	-	0.3	-	-	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	610	32	92	865	12	103	0	118	5	0	8
Future Volume (veh/h)	20	610	32	92	865	12	103	0	118	5	0	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1826	1826	1826	1870	1870	1870	1826	1826	1826
Adj Flow Rate, veh/h	20	610	32	92	865	12	103	0	118	5	0	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	11	5	5	5	2	2	2	5	5	5
Cap, veh/h	21	883	748	116	1010	14	219	16	144	179	37	181
Arrive On Green	0.01	0.51	0.51	0.07	0.56	0.56	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	1654	1737	1472	1739	1796	25	617	92	812	431	206	1019
Grp Volume(v), veh/h	20	610	32	92	0	877	221	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1654	1737	1472	1739	0	1821	1521	0	0	1657	0	0
Q Serve(g_s), s	0.6	12.9	0.5	2.5	0.0	19.7	5.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	12.9	0.5	2.5	0.0	19.7	6.7	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.47		0.53	0.38		0.62
Lane Grp Cap(c), veh/h	21	883	748	116	0	1024	379	0	0	397	0	0
V/C Ratio(X)	0.96	0.69	0.04	0.79	0.00	0.86	0.58	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	68	1110	941	215	0	1315	453	0	0	467	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.9	9.0	6.0	22.3	0.0	9.0	19.1	0.0	0.0	16.5	0.0	0.0
Incr Delay (d2), s/veh	81.2	1.3	0.0	11.5	0.0	4.7	1.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.8	0.1	1.3	0.0	6.4	2.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.2	10.4	6.0	33.8	0.0	13.6	20.5	0.0	0.0	16.6	0.0	0.0
LnGrp LOS	F	B	A	C	A	B	C	A	A	B	A	A
Approach Vol, veh/h		662			969			221			13	
Approach Delay, s/veh		13.0			15.5			20.5			16.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.6	7.2	28.6	12.6	4.6	31.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	6.0	31.0	11.0	2.0	35.0
Max Q Clear Time (g_c+I1), s	8.7	4.5	14.9	2.3	2.6	21.7
Green Ext Time (p_c), s	0.3	0.0	3.9	0.0	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	184	48	4	312	8	40	0	0	0	4	0
Future Vol, veh/h	4	184	48	4	312	8	40	0	0	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	14	14	14
Mvmt Flow	4	184	48	4	312	8	40	0	0	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	232	0	0	518	520	184	540	564	316
Stage 1	-	-	-	-	-	-	192	192	-	324	324	-
Stage 2	-	-	-	-	-	-	326	328	-	216	240	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.626	4.126	3.426
Pot Cap-1 Maneuver	1240	-	-	1324	-	-	467	459	856	435	419	697
Stage 1	-	-	-	-	-	-	807	740	-	664	629	-
Stage 2	-	-	-	-	-	-	684	645	-	760	685	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1240	-	-	1324	-	-	461	456	856	433	416	697
Mov Cap-2 Maneuver	-	-	-	-	-	-	461	456	-	433	416	-
Stage 1	-	-	-	-	-	-	805	738	-	662	627	-
Stage 2	-	-	-	-	-	-	678	643	-	758	683	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	13.6	13.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	1240	-	-	1324	-	-	416
HCM Lane V/C Ratio	0.087	0.003	-	-	0.003	-	-	0.01
HCM Control Delay (s)	13.6	7.9	-	-	7.7	-	-	13.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	191	89	7	320	8	64	0	2	0	4	0
Future Vol, veh/h	4	191	89	7	320	8	64	0	2	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	14	14	14
Mvmt Flow	4	191	89	7	320	8	64	0	2	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	280	0	0	539	541	191	583	626	324
Stage 1	-	-	-	-	-	-	199	199	-	338	338	-
Stage 2	-	-	-	-	-	-	340	342	-	245	288	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.626	4.126	3.426
Pot Cap-1 Maneuver	1232	-	-	1271	-	-	452	447	848	406	385	690
Stage 1	-	-	-	-	-	-	801	735	-	652	620	-
Stage 2	-	-	-	-	-	-	673	636	-	733	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1232	-	-	1271	-	-	445	443	848	402	382	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	443	-	402	382	-
Stage 1	-	-	-	-	-	-	799	733	-	650	616	-
Stage 2	-	-	-	-	-	-	665	632	-	729	650	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	14.3	14.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	452	1232	-	-	1271	-	-	382
HCM Lane V/C Ratio	0.146	0.003	-	-	0.006	-	-	0.01
HCM Control Delay (s)	14.3	7.9	-	-	7.8	-	-	14.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	284	48	4	441	8	40	0	0	0	4	0
Future Vol, veh/h	4	284	48	4	441	8	40	0	0	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	14	14	14
Mvmt Flow	4	284	48	4	441	8	40	0	0	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	449	0	0	332	0	0	747	749	284	769	793	445
Stage 1	-	-	-	-	-	-	292	292	-	453	453	-
Stage 2	-	-	-	-	-	-	455	457	-	316	340	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.626	4.126	3.426
Pot Cap-1 Maneuver	1111	-	-	1216	-	-	328	339	753	304	308	589
Stage 1	-	-	-	-	-	-	714	669	-	564	550	-
Stage 2	-	-	-	-	-	-	583	566	-	670	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1111	-	-	1216	-	-	323	337	753	302	306	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	337	-	302	306	-
Stage 1	-	-	-	-	-	-	711	666	-	562	548	-
Stage 2	-	-	-	-	-	-	577	564	-	668	616	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	17.7	16.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	1111	-	-	1216	-	-	306
HCM Lane V/C Ratio	0.124	0.004	-	-	0.003	-	-	0.013
HCM Control Delay (s)	17.7	8.3	-	-	8	-	-	16.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	291	89	7	449	8	64	0	2	0	4	0
Future Vol, veh/h	4	291	89	7	449	8	64	0	2	0	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	14	14	14
Mvmt Flow	4	291	89	7	449	8	64	0	2	0	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	457	0	0	380	0	0	768	770	291	812	855	453
Stage 1	-	-	-	-	-	-	299	299	-	467	467	-
Stage 2	-	-	-	-	-	-	469	471	-	345	388	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.626	4.126	3.426
Pot Cap-1 Maneuver	1104	-	-	1168	-	-	317	330	746	284	283	583
Stage 1	-	-	-	-	-	-	708	664	-	554	542	-
Stage 2	-	-	-	-	-	-	573	558	-	646	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1104	-	-	1168	-	-	311	327	746	281	280	583
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	327	-	281	280	-
Stage 1	-	-	-	-	-	-	705	661	-	552	539	-
Stage 2	-	-	-	-	-	-	565	555	-	642	587	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	19.3	18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	317	1104	-	-	1168	-	-	280
HCM Lane V/C Ratio	0.208	0.004	-	-	0.006	-	-	0.014
HCM Control Delay (s)	19.3	8.3	-	-	8.1	-	-	18
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1011	48	28	958	13	40	0	21	5	4	0
Future Vol, veh/h	4	1011	48	28	958	13	40	0	21	5	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	14	14	14
Mvmt Flow	4	1011	48	28	958	13	40	0	21	5	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	971	0	0	1059	0	0	2042	2046	1011	2075	2088	965
Stage 1	-	-	-	-	-	-	1019	1019	-	1021	1021	-
Stage 2	-	-	-	-	-	-	1023	1027	-	1054	1067	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.626	4.126	3.426
Pot Cap-1 Maneuver	710	-	-	650	-	-	41	56	289	36	49	294
Stage 1	-	-	-	-	-	-	285	313	-	271	299	-
Stage 2	-	-	-	-	-	-	283	310	-	259	284	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	710	-	-	650	-	-	~ 37	53	289	32	47	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 37	53	-	32	47	-
Stage 1	-	-	-	-	-	-	283	311	-	269	286	-
Stage 2	-	-	-	-	-	-	267	297	-	239	282	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	297.5	131.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	710	-	-	650	-	-	37
HCM Lane V/C Ratio	1.151	0.006	-	-	0.043	-	-	0.243
HCM Control Delay (s)	297.5	10.1	-	-	10.8	-	-	131.1
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	5.3	0	-	-	0.1	-	-	0.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23.9

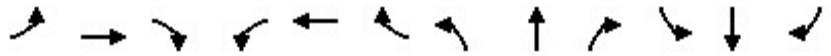
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1018	89	31	966	13	64	0	23	5	4	0
Future Vol, veh/h	4	1018	89	31	966	13	64	0	23	5	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	14	14	14
Mvmt Flow	4	1018	89	31	966	13	64	0	23	5	4	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	979	0	0	1107	0	0	2063	2067	1018	2117	2150	973
Stage 1	-	-	-	-	-	-	1026	1026	-	1035	1035	-
Stage 2	-	-	-	-	-	-	1037	1041	-	1082	1115	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.13	6.53	6.23	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.24	5.64	-
Follow-up Hdwy	2.218	-	-	2.236	-	-	3.527	4.027	3.327	3.626	4.126	3.426
Pot Cap-1 Maneuver	705	-	-	623	-	-	~ 40	54	287	34	45	290
Stage 1	-	-	-	-	-	-	282	311	-	266	294	-
Stage 2	-	-	-	-	-	-	278	306	-	250	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	705	-	-	623	-	-	~ 36	51	287	30	42	290
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 36	51	-	30	42	-
Stage 1	-	-	-	-	-	-	280	309	-	264	279	-
Stage 2	-	-	-	-	-	-	260	291	-	229	267	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	$ 590.1	145.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	705	-	-	623	-	-	34
HCM Lane V/C Ratio	1.851	0.006	-	-	0.05	-	-	0.265
HCM Control Delay (s)	$ 590.1	10.1	-	-	11.1	-	-	145.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	8.7	0	-	-	0.2	-	-	0.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1018	89	31	966	13	64	0	23	5	4	0
Future Volume (veh/h)	4	1018	89	31	966	13	64	0	23	5	4	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1693	1693	1693
Adj Flow Rate, veh/h	4	1018	89	31	966	13	64	0	23	5	4	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	14	14	14
Cap, veh/h	4	1213	1028	35	1207	16	213	0	28	168	69	0
Arrive On Green	0.00	0.65	0.65	0.02	0.67	0.67	0.07	0.00	0.07	0.07	0.07	0.00
Sat Flow, veh/h	1781	1870	1585	1753	1812	24	1079	0	388	654	961	0
Grp Volume(v), veh/h	4	1018	89	31	0	979	87	0	0	9	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	0	1836	1467	0	0	1615	0	0
Q Serve(g_s), s	0.1	19.4	1.0	0.8	0.0	17.6	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	19.4	1.0	0.8	0.0	17.6	2.7	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.74		0.26	0.56		0.00
Lane Grp Cap(c), veh/h	4	1213	1028	35	0	1223	241	0	0	237	0	0
V/C Ratio(X)	0.99	0.84	0.09	0.88	0.00	0.80	0.36	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	77	1617	1370	114	0	1627	293	0	0	289	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.1	6.3	3.0	22.6	0.0	5.5	21.1	0.0	0.0	20.0	0.0	0.0
Incr Delay (d2), s/veh	202.9	3.1	0.0	45.2	0.0	2.2	0.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.7	0.2	0.7	0.0	3.7	0.9	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	226.0	9.4	3.1	67.9	0.0	7.7	22.1	0.0	0.0	20.1	0.0	0.0
LnGrp LOS	F	A	A	E	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1111			1010			87			9	
Approach Delay, s/veh		9.7			9.5			22.1			20.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	7.3	4.9	34.0	7.3	4.1	34.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	3.0	40.0	5.0	2.0	41.0
Max Q Clear Time (g_c+I1), s	4.7	2.8	21.4	2.2	2.1	19.6
Green Ext Time (p_c), s	0.0	0.0	8.6	0.0	0.0	8.4

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	104	160	96	4	172	120	176	112	8	68	24	64
Future Vol, veh/h	104	160	96	4	172	120	176	112	8	68	24	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	7	7	7	5	5	5	2	2	2	8	8	8
Mvmt Flow	104	160	96	4	172	120	176	112	8	68	24	64
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	12.2	12.6	13.6	11.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	93%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	7%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	176	120	104	160	96	4	172	120	68	24	64
LT Vol	176	0	104	0	0	4	0	0	68	0	0
Through Vol	0	112	0	160	0	0	172	0	0	24	0
RT Vol	0	8	0	0	96	0	0	120	0	0	64
Lane Flow Rate	176	120	104	160	96	4	172	120	68	24	64
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.371	0.235	0.22	0.316	0.171	0.009	0.345	0.217	0.154	0.051	0.123
Departure Headway (Hd)	7.592	7.045	7.612	7.106	6.397	7.732	7.226	6.517	8.15	7.646	6.94
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	512	472	506	561	463	499	551	441	468	516
Service Time	5.292	4.745	5.35	4.844	4.135	5.473	4.966	4.257	5.895	5.391	4.685
HCM Lane V/C Ratio	0.369	0.234	0.22	0.316	0.171	0.009	0.345	0.218	0.154	0.051	0.124
HCM Control Delay	14.7	11.9	12.5	13.1	10.5	10.5	13.7	11.1	12.4	10.8	10.7
HCM Lane LOS	B	B	B	B	B	B	B	B	B	B	B
HCM 95th-tile Q	1.7	0.9	0.8	1.3	0.6	0	1.5	0.8	0.5	0.2	0.4

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	104	170	176	10	200	127	264	138	13	70	46	64
Future Vol, veh/h	104	170	176	10	200	127	264	138	13	70	46	64
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	7	7	7	5	5	5	2	2	2	8	8	8
Mvmt Flow	104	170	176	10	200	127	264	138	13	70	46	64
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	14.6	15.7	19.6	13
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	91%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	9%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	151	104	170	176	10	200	127	70	46	64
LT Vol	264	0	104	0	0	10	0	0	70	0	0
Through Vol	0	138	0	170	0	0	200	0	0	46	0
RT Vol	0	13	0	0	176	0	0	127	0	0	64
Lane Flow Rate	264	151	104	170	176	10	200	127	70	46	64
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.603	0.321	0.245	0.376	0.355	0.024	0.455	0.264	0.179	0.111	0.142
Departure Headway (Hd)	8.225	7.664	8.477	7.968	7.255	8.699	8.189	7.476	9.194	8.686	7.976
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	468	422	450	495	410	438	479	389	411	447
Service Time	5.993	5.433	6.248	5.739	5.026	6.476	5.966	5.252	6.98	6.472	5.761
HCM Lane V/C Ratio	0.603	0.323	0.246	0.378	0.356	0.024	0.457	0.265	0.18	0.112	0.143
HCM Control Delay	22.8	14	14	15.5	14	11.7	17.7	12.9	14	12.6	12.1
HCM Lane LOS	C	B	B	C	B	B	C	B	B	B	B
HCM 95th-tile Q	3.9	1.4	1	1.7	1.6	0.1	2.3	1.1	0.6	0.4	0.5

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	199	99	4	198	144	182	117	8	122	35	96
Future Vol, veh/h	128	199	99	4	198	144	182	117	8	122	35	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	7	7	7	5	5	5	2	2	2	8	8	8
Mvmt Flow	128	199	99	4	198	144	182	117	8	122	35	96
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	14.9	15.4	15.7	13.7
HCM LOS	B	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	94%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	6%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	125	128	199	99	4	198	144	122	35	96
LT Vol	182	0	128	0	0	4	0	0	122	0	0
Through Vol	0	117	0	199	0	0	198	0	0	35	0
RT Vol	0	8	0	0	99	0	0	144	0	0	96
Lane Flow Rate	182	125	128	199	99	4	198	144	122	35	96
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.423	0.272	0.298	0.434	0.197	0.009	0.442	0.293	0.299	0.081	0.203
Departure Headway (Hd)	8.374	7.829	8.368	7.86	7.147	8.542	8.033	7.32	8.819	8.313	7.604
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	430	458	429	458	500	418	447	490	406	429	470
Service Time	6.144	5.599	6.141	5.632	4.919	6.316	5.806	5.093	6.597	6.091	5.382
HCM Lane V/C Ratio	0.423	0.273	0.298	0.434	0.198	0.01	0.443	0.294	0.3	0.082	0.204
HCM Control Delay	17.2	13.5	14.7	16.6	11.7	11.4	17.1	13.1	15.3	11.8	12.3
HCM Lane LOS	C	B	B	C	B	B	C	B	C	B	B
HCM 95th-tile Q	2.1	1.1	1.2	2.2	0.7	0	2.2	1.2	1.2	0.3	0.8

Intersection	
Intersection Delay, s/veh	20.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	128	209	171	10	226	152	264	149	13	125	65	96
Future Vol, veh/h	128	209	171	10	226	152	264	149	13	125	65	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	7	7	7	5	5	5	2	2	2	8	8	8
Mvmt Flow	128	209	171	10	226	152	264	149	13	125	65	96
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	18.6	20.7	24.9	16.1
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	92%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	8%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	162	128	209	171	10	226	152	125	65	96
LT Vol	264	0	128	0	0	10	0	0	125	0	0
Through Vol	0	149	0	209	0	0	226	0	0	65	0
RT Vol	0	13	0	0	171	0	0	152	0	0	96
Lane Flow Rate	264	162	128	209	171	10	226	152	125	65	96
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.68	0.392	0.338	0.523	0.393	0.027	0.582	0.361	0.351	0.173	0.237
Departure Headway (Hd)	9.276	8.72	9.513	9	8.281	9.786	9.272	8.553	10.113	9.602	8.887
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	391	413	378	401	434	366	389	420	355	373	403
Service Time	7.032	6.475	7.269	6.756	6.037	7.547	7.033	6.313	7.879	7.368	6.653
HCM Lane V/C Ratio	0.675	0.392	0.339	0.521	0.394	0.027	0.581	0.362	0.352	0.174	0.238
HCM Control Delay	29.7	17	17.1	21.3	16.3	12.8	24.2	16.1	18.3	14.4	14.4
HCM Lane LOS	D	C	C	C	C	B	C	C	C	B	B
HCM 95th-tile Q	4.9	1.8	1.5	2.9	1.8	0.1	3.6	1.6	1.5	0.6	0.9

Intersection	
Intersection Delay, s/veh	240.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	503	125	4	768	181	261	158	8	157	48	96
Future Vol, veh/h	130	503	125	4	768	181	261	158	8	157	48	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	7	7	7	5	5	5	2	2	2	8	8	8
Mvmt Flow	130	503	125	4	768	181	261	158	8	157	48	96
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	161.5	461.8	40.5	25.6
HCM LOS	F	F	E	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	95%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	5%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	166	130	503	125	4	768	181	157	48	96
LT Vol	261	0	130	0	0	4	0	0	157	0	0
Through Vol	0	158	0	503	0	0	768	0	0	48	0
RT Vol	0	8	0	0	125	0	0	181	0	0	96
Lane Flow Rate	261	166	130	503	125	4	768	181	157	48	96
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.788	0.477	0.382	1.408	0.326	0.012	2.188	0.481	0.507	0.149	0.279
Departure Headway (Hd)	12.73	12.197	12.416	11.891	11.157	11.509	10.989	10.261	14.204	13.677	12.939
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	287	297	293	312	325	313	338	353	256	264	279
Service Time	10.43	9.897	10.116	9.591	8.857	9.209	8.689	7.961	11.904	11.377	10.639
HCM Lane V/C Ratio	0.909	0.559	0.444	1.612	0.385	0.013	2.272	0.513	0.613	0.182	0.344
HCM Control Delay	50.1	25.5	22.6	232.7	19.2	14.3	567.8	22.1	30.7	18.8	20.6
HCM Lane LOS	F	D	C	F	C	B	F	C	D	C	C
HCM 95th-tile Q	6.1	2.4	1.7	22.5	1.4	0	53.7	2.5	2.6	0.5	1.1

Intersection	
Intersection Delay, s/veh	286.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	513	197	10	796	189	343	190	13	160	78	96
Future Vol, veh/h	130	513	197	10	796	189	343	190	13	160	78	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	7	7	7	5	5	5	2	2	2	8	8	8
Mvmt Flow	130	513	197	10	796	189	343	190	13	160	78	96
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	189.4	562.7	88.7	29.1
HCM LOS	F	F	F	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	94%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	6%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	343	203	130	513	197	10	796	189	160	78	96
LT Vol	343	0	130	0	0	10	0	0	160	0	0
Through Vol	0	190	0	513	0	0	796	0	0	78	0
RT Vol	0	13	0	0	197	0	0	189	0	0	96
Lane Flow Rate	343	203	130	513	197	10	796	189	160	78	96
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	1.088	0.614	0.408	1.541	0.554	0.032	2.471	0.55	0.553	0.259	0.3
Departure Headway (Hd)	13.74	13.195	13.669	13.14	12.4	12.721	12.199	11.467	15.491	14.962	14.221
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	268	276	265	282	294	283	310	318	235	242	254
Service Time	11.44	10.895	11.369	10.84	10.1	10.421	9.899	9.167	13.191	12.662	11.921
HCM Lane V/C Ratio	1.28	0.736	0.491	1.819	0.67	0.035	2.568	0.594	0.681	0.322	0.378
HCM Control Delay	120.6	34.8	25.5	292.3	29.5	15.8	696.7	27.3	35.8	22.8	22.9
HCM Lane LOS	F	D	D	F	D	C	F	D	E	C	C
HCM 95th-tile Q	11.9	3.7	1.9	24.9	3.1	0.1	58.9	3.1	3	1	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	513	197	10	796	189	343	190	13	160	78	96
Future Volume (veh/h)	130	513	197	10	796	189	343	190	13	160	78	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	130	513	197	10	796	189	343	190	13	160	78	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	7	7	7	5	5	5	2	2	2	8	8	8
Cap, veh/h	134	944	800	11	828	702	376	304	21	192	140	118
Arrive On Green	0.08	0.53	0.53	0.01	0.45	0.45	0.21	0.18	0.18	0.11	0.08	0.08
Sat Flow, veh/h	1711	1796	1522	1739	1826	1547	1781	1731	118	1697	1781	1510
Grp Volume(v), veh/h	130	513	197	10	796	189	343	0	203	160	78	96
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	1826	1547	1781	0	1849	1697	1781	1510
Q Serve(g_s), s	6.8	16.9	6.3	0.5	37.7	6.8	16.8	0.0	9.1	8.3	3.8	5.6
Cycle Q Clear(g_c), s	6.8	16.9	6.3	0.5	37.7	6.8	16.8	0.0	9.1	8.3	3.8	5.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	134	944	800	11	828	702	376	0	325	192	140	118
V/C Ratio(X)	0.97	0.54	0.25	0.93	0.96	0.27	0.91	0.00	0.62	0.83	0.56	0.81
Avail Cap(c_a), veh/h	134	944	800	58	838	710	379	0	325	228	140	118
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	14.1	11.5	44.4	23.7	15.2	34.5	0.0	34.1	38.8	39.7	40.5
Incr Delay (d2), s/veh	68.3	0.6	0.2	108.3	22.0	0.2	25.9	0.0	3.7	19.7	4.9	33.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	6.5	2.0	0.5	20.1	2.3	9.8	0.0	4.3	4.4	1.8	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	109.4	14.7	11.7	152.7	45.7	15.4	60.4	0.0	37.8	58.4	44.6	73.8
LnGrp LOS	F	B	B	F	D	B	E	A	D	E	D	E
Approach Vol, veh/h		840			995			546			334	
Approach Delay, s/veh		28.7			41.0			52.0			59.6	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	19.7	4.6	51.0	22.8	11.0	11.0	44.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	14.0	3.0	45.0	19.0	7.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	10.3	11.1	2.5	18.9	18.8	7.6	8.8	39.7
Green Ext Time (p_c), s	0.1	0.3	0.0	4.3	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	148	200	0	168	84	104	40	12	80	72	56
Future Vol, veh/h	88	148	200	0	168	84	104	40	12	80	72	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	88	148	200	0	168	84	104	40	12	80	72	56
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	11.5	11.9	12	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	77%	0%	100%	0%	100%	100%	0%	0%	100%	0%
Vol Right, %	0%	23%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	52	88	148	200	0	168	84	80	72	56
LT Vol	104	0	88	0	0	0	0	0	80	0	0
Through Vol	0	40	0	148	0	0	168	0	0	72	0
RT Vol	0	12	0	0	200	0	0	84	0	0	56
Lane Flow Rate	104	52	88	148	200	0	168	84	80	72	56
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.222	0.101	0.172	0.268	0.323	0	0.321	0.144	0.169	0.142	0.099
Departure Headway (Hd)	7.696	7.026	7.027	6.522	5.816	6.883	6.883	6.176	7.591	7.085	6.376
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	464	506	508	548	614	0	519	576	470	503	557
Service Time	5.493	4.822	4.807	4.302	3.595	4.671	4.671	3.963	5.385	4.878	4.169
HCM Lane V/C Ratio	0.224	0.103	0.173	0.27	0.326	0	0.324	0.146	0.17	0.143	0.101
HCM Control Delay	12.7	10.6	11.3	11.7	11.4	9.7	12.9	10	11.9	11.1	9.9
HCM Lane LOS	B	B	B	B	B	N	B	A	B	B	A
HCM 95th-tile Q	0.8	0.3	0.6	1.1	1.4	0	1.4	0.5	0.6	0.5	0.3

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	181	343	10	187	89	232	89	21	88	125	56
Future Vol, veh/h	88	181	343	10	187	89	232	89	21	88	125	56
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	88	181	343	10	187	89	232	89	21	88	125	56
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	21.3	16.9	20.2	14.6
HCM LOS	C	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	81%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	19%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	110	88	181	343	10	187	89	88	125	56
LT Vol	232	0	88	0	0	10	0	0	88	0	0
Through Vol	0	89	0	181	0	0	187	0	0	125	0
RT Vol	0	21	0	0	343	0	0	89	0	0	56
Lane Flow Rate	232	110	88	181	343	10	187	89	88	125	56
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.576	0.254	0.211	0.408	0.704	0.026	0.461	0.201	0.23	0.308	0.127
Departure Headway (Hd)	8.943	8.31	8.616	8.106	7.392	9.379	8.866	8.149	9.391	8.883	8.171
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	406	433	418	445	490	382	406	441	383	405	438
Service Time	6.666	6.032	6.333	5.823	5.108	7.133	6.621	5.903	7.145	6.636	5.924
HCM Lane V/C Ratio	0.571	0.254	0.211	0.407	0.7	0.026	0.461	0.202	0.23	0.309	0.128
HCM Control Delay	23.2	13.8	13.6	16.3	25.9	12.4	19	13	14.9	15.6	12.1
HCM Lane LOS	C	B	B	C	D	B	C	B	B	C	B
HCM 95th-tile Q	3.5	1	0.8	2	5.5	0.1	2.4	0.7	0.9	1.3	0.4

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	207	206	0	236	145	108	53	12	121	81	91
Future Vol, veh/h	129	207	206	0	236	145	108	53	12	121	81	91
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	129	207	206	0	236	145	108	53	12	121	81	91
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	14.9	16.7	14.3	13.6
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	82%	0%	100%	0%	100%	100%	0%	0%	100%	0%
Vol Right, %	0%	18%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	65	129	207	206	0	236	145	121	81	91
LT Vol	108	0	129	0	0	0	0	0	121	0	0
Through Vol	0	53	0	207	0	0	236	0	0	81	0
RT Vol	0	12	0	0	206	0	0	145	0	0	91
Lane Flow Rate	108	65	129	207	206	0	236	145	121	81	91
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.272	0.152	0.291	0.437	0.394	0	0.518	0.29	0.295	0.186	0.191
Departure Headway (Hd)	9.074	8.431	8.109	7.6	6.887	7.909	7.909	7.198	8.767	8.256	7.541
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	394	424	442	472	521	0	455	497	409	433	474
Service Time	6.863	6.219	5.881	5.372	4.659	5.685	5.685	4.973	6.546	6.035	5.319
HCM Lane V/C Ratio	0.274	0.153	0.292	0.439	0.395	0	0.519	0.292	0.296	0.187	0.192
HCM Control Delay	15.3	12.7	14.2	16.2	14.1	10.7	19	12.9	15.2	12.9	12.1
HCM Lane LOS	C	B	B	C	B	N	C	B	C	B	B
HCM 95th-tile Q	1.1	0.5	1.2	2.2	1.9	0	2.9	1.2	1.2	0.7	0.7

Intersection	
Intersection Delay, s/veh	28.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	239	337	10	255	150	224	114	21	130	146	91
Future Vol, veh/h	129	239	337	10	255	150	224	114	21	130	146	91
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	129	239	337	10	255	150	224	114	21	130	146	91
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	32.9	29.3	26.5	19.3
HCM LOS	D	D	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	84%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	16%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	224	135	129	239	337	10	255	150	130	146	91
LT Vol	224	0	129	0	0	10	0	0	130	0	0
Through Vol	0	114	0	239	0	0	255	0	0	146	0
RT Vol	0	21	0	0	337	0	0	150	0	0	91
Lane Flow Rate	224	135	129	239	337	10	255	150	130	146	91
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.655	0.372	0.362	0.636	0.829	0.03	0.728	0.398	0.394	0.421	0.244
Departure Headway (Hd)	10.524	9.915	10.094	9.579	8.857	10.791	10.274	9.551	10.9	10.387	9.669
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	343	363	359	380	411	332	352	377	330	346	371
Service Time	8.281	7.672	7.794	7.279	6.557	8.552	8.035	7.311	8.665	8.152	7.434
HCM Lane V/C Ratio	0.653	0.372	0.359	0.629	0.82	0.03	0.724	0.398	0.394	0.422	0.245
HCM Control Delay	31.3	18.5	18.4	27.6	42.3	13.9	36.3	18.5	20.6	20.5	15.5
HCM Lane LOS	D	C	C	D	E	B	E	C	C	C	C
HCM 95th-tile Q	4.4	1.7	1.6	4.2	7.7	0.1	5.5	1.9	1.8	2	0.9

Intersection	
Intersection Delay, s/veh	360.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	900	298	0	742	198	159	73	12	174	125	93
Future Vol, veh/h	130	900	298	0	742	198	159	73	12	174	125	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	130	900	298	0	742	198	159	73	12	174	125	93
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	470	429.9	29.6	28.8
HCM LOS	F	F	D	D

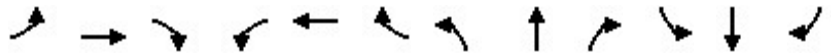
Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%
Vol Thru, %	0%	86%	0%	100%	0%	100%	100%	0%	0%	100%	0%
Vol Right, %	0%	14%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	85	130	900	298	0	742	198	174	125	93
LT Vol	159	0	130	0	0	0	0	0	174	0	0
Through Vol	0	73	0	900	0	0	742	0	0	125	0
RT Vol	0	12	0	0	298	0	0	198	0	0	93
Lane Flow Rate	159	85	130	900	298	0	742	198	174	125	93
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.52	0.264	0.369	2.432	0.748	0	2.114	0.526	0.548	0.377	0.262
Departure Headway (Hd)	15.283	14.648	11.973	11.448	10.713	11.965	11.965	11.239	15.17	14.638	13.894
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	239	247	303	324	340	0	312	323	240	248	260
Service Time	12.983	12.348	9.673	9.148	8.413	9.665	9.665	8.939	12.87	12.338	11.594
HCM Lane V/C Ratio	0.665	0.344	0.429	2.778	0.876	0	2.378	0.613	0.725	0.504	0.358
HCM Control Delay	33.4	22.5	21.5	677.4	39.3	14.7	537.7	25.8	34.8	25.9	21.5
HCM Lane LOS	D	C	C	F	E	N	F	D	D	D	C
HCM 95th-tile Q	2.7	1	1.6	61	5.8	0	47	2.9	3	1.7	1

Intersection	
Intersection Delay, s/veh	457.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	932	429	10	761	203	275	134	21	183	190	93
Future Vol, veh/h	130	932	429	10	761	203	275	134	21	183	190	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	130	932	429	10	761	203	275	134	21	183	190	93
Number of Lanes	1	1	1	1	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	3	3
HCM Control Delay	616.1	585.5	71.7	40.8
HCM LOS	F	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	0%	86%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	14%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	155	130	932	429	10	761	203	183	190	93
LT Vol	275	0	130	0	0	10	0	0	183	0	0
Through Vol	0	134	0	932	0	0	761	0	0	190	0
RT Vol	0	21	0	0	429	0	0	203	0	0	93
Lane Flow Rate	275	155	130	932	429	10	761	203	183	190	93
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.967	0.52	0.425	2.919	1.261	0.035	2.556	0.643	0.649	0.648	0.299
Departure Headway (Hd)	15.606	15.011	14.087	13.558	12.817	14.534	14.015	13.289	16.581	16.062	15.335
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	234	242	257	280	287	248	266	274	220	226	236
Service Time	13.306	12.711	11.787	11.258	10.517	12.234	11.715	10.989	14.281	13.762	13.035
HCM Lane V/C Ratio	1.175	0.64	0.506	3.329	1.495	0.04	2.861	0.741	0.832	0.841	0.394
HCM Control Delay	93.6	32.9	26.8	900	177.8	17.8	739.2	37.1	45.6	44.2	24.4
HCM Lane LOS	F	D	D	F	F	C	F	E	E	E	C
HCM 95th-tile Q	8.7	2.7	2	68	17	0.1	54.5	4	3.9	3.9	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	932	429	10	761	203	275	134	21	183	190	93
Future Volume (veh/h)	130	932	429	10	761	203	275	134	21	183	190	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	130	932	429	10	761	203	275	134	21	183	190	93
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	4	4	4	3	3	3	2	2	2
Cap, veh/h	142	969	821	11	818	694	302	267	42	219	229	194
Arrive On Green	0.08	0.52	0.52	0.01	0.44	0.44	0.17	0.17	0.17	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1753	1841	1560	1767	1566	245	1781	1870	1585
Grp Volume(v), veh/h	130	932	429	10	761	203	275	0	155	183	190	93
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1753	1841	1560	1767	0	1811	1781	1870	1585
Q Serve(g_s), s	6.4	42.0	15.7	0.5	34.4	7.3	13.4	0.0	6.8	8.8	8.7	4.8
Cycle Q Clear(g_c), s	6.4	42.0	15.7	0.5	34.4	7.3	13.4	0.0	6.8	8.8	8.7	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	142	969	821	11	818	694	302	0	309	219	229	194
V/C Ratio(X)	0.92	0.96	0.52	0.93	0.93	0.29	0.91	0.00	0.50	0.84	0.83	0.48
Avail Cap(c_a), veh/h	142	980	831	40	860	729	302	0	309	264	234	199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	20.3	14.0	43.6	23.1	15.6	35.7	0.0	33.0	37.6	37.6	35.9
Incr Delay (d2), s/veh	50.8	19.9	0.6	106.8	15.9	0.2	30.0	0.0	1.3	17.6	21.1	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	21.8	5.3	0.5	17.4	2.5	8.2	0.0	3.1	4.8	5.3	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.9	40.2	14.5	150.4	39.0	15.8	65.7	0.0	34.3	55.2	58.7	37.7
LnGrp LOS	F	D	B	F	D	B	E	A	C	E	E	D
Approach Vol, veh/h		1491			974			430			466	
Approach Delay, s/veh		37.3			35.3			54.4			53.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	19.0	4.5	49.5	19.0	14.8	11.0	43.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	13.0	2.0	46.0	15.0	11.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	10.8	8.8	2.5	44.0	15.4	10.7	8.4	36.4
Green Ext Time (p_c), s	0.1	0.3	0.0	1.5	0.0	0.0	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	272	8	28	396	16	44	8	40	36	4	48
Future Vol, veh/h	12	272	8	28	396	16	44	8	40	36	4	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	7	7	5	5	5	5	5	5	2	2	2
Mvmt Flow	12	272	8	28	396	16	44	8	40	36	4	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	280	0	0	782	764	272	776	756	396
Stage 1	-	-	-	-	-	-	296	296	-	452	452	-
Stage 2	-	-	-	-	-	-	486	468	-	324	304	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	-	1266	-	-	308	330	760	315	337	653
Stage 1	-	-	-	-	-	-	706	663	-	587	570	-
Stage 2	-	-	-	-	-	-	557	556	-	688	663	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1266	-	-	276	319	760	285	326	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	319	-	285	326	-
Stage 1	-	-	-	-	-	-	698	656	-	581	557	-
Stage 2	-	-	-	-	-	-	501	544	-	637	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	15.6	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	276	319	760	1120	-	-	1266	-	-	285	326	653
HCM Lane V/C Ratio	0.159	0.025	0.053	0.011	-	-	0.022	-	-	0.126	0.012	0.074
HCM Control Delay (s)	20.5	16.6	10	8.2	-	-	7.9	-	-	19.4	16.2	11
HCM Lane LOS	C	C	B	A	-	-	A	-	-	C	C	B
HCM 95th %tile Q(veh)	0.6	0.1	0.2	0	-	-	0.1	-	-	0.4	0	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	370	8	28	531	16	44	8	40	36	4	48
Future Vol, veh/h	12	370	8	28	531	16	44	8	40	36	4	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	7	7	5	5	5	5	5	5	2	2	2
Mvmt Flow	12	370	8	28	531	16	44	8	40	36	4	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	547	0	0	378	0	0	1015	997	370	1009	989	531
Stage 1	-	-	-	-	-	-	394	394	-	587	587	-
Stage 2	-	-	-	-	-	-	621	603	-	422	402	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	998	-	-	1164	-	-	214	241	669	219	247	548
Stage 1	-	-	-	-	-	-	625	600	-	496	497	-
Stage 2	-	-	-	-	-	-	470	484	-	609	600	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	998	-	-	1164	-	-	187	232	669	195	238	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	232	-	195	238	-
Stage 1	-	-	-	-	-	-	618	593	-	490	485	-
Stage 2	-	-	-	-	-	-	415	472	-	558	593	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	20.9	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	187	232	669	998	-	-	1164	-	-	195	238	548
HCM Lane V/C Ratio	0.235	0.034	0.06	0.012	-	-	0.024	-	-	0.185	0.017	0.088
HCM Control Delay (s)	30.1	21.1	10.7	8.7	-	-	8.2	-	-	27.6	20.4	12.2
HCM Lane LOS	D	C	B	A	-	-	A	-	-	D	C	B
HCM 95th %tile Q(veh)	0.9	0.1	0.2	0	-	-	0.1	-	-	0.7	0.1	0.3

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	324	10	32	455	17	45	8	51	39	4	147
Future Vol, veh/h	45	324	10	32	455	17	45	8	51	39	4	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	7	7	5	5	5	5	5	5	2	2	2
Mvmt Flow	45	324	10	32	455	17	45	8	51	39	4	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	472	0	0	334	0	0	1017	950	324	968	943	455
Stage 1	-	-	-	-	-	-	414	414	-	519	519	-
Stage 2	-	-	-	-	-	-	603	536	-	449	424	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	1064	-	-	1209	-	-	213	257	710	233	263	605
Stage 1	-	-	-	-	-	-	610	588	-	540	533	-
Stage 2	-	-	-	-	-	-	481	518	-	589	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1064	-	-	1209	-	-	151	240	710	200	245	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	240	-	200	245	-
Stage 1	-	-	-	-	-	-	584	563	-	517	519	-
Stage 2	-	-	-	-	-	-	352	505	-	516	562	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.5	23.5	16
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	151	240	710	1064	-	-	1209	-	-	200	245	605
HCM Lane V/C Ratio	0.298	0.033	0.072	0.042	-	-	0.026	-	-	0.195	0.016	0.243
HCM Control Delay (s)	38.7	20.5	10.5	8.5	-	-	8.1	-	-	27.3	19.9	12.9
HCM Lane LOS	E	C	B	A	-	-	A	-	-	D	C	B
HCM 95th %tile Q(veh)	1.2	0.1	0.2	0.1	-	-	0.1	-	-	0.7	0.1	0.9

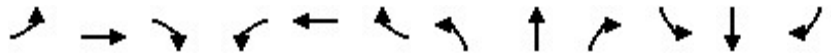
Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	422	10	32	590	17	45	8	51	39	4	147
Future Vol, veh/h	45	422	10	32	590	17	45	8	51	39	4	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	7	7	5	5	5	5	5	5	2	2	2
Mvmt Flow	45	422	10	32	590	17	45	8	51	39	4	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	607	0	0	432	0	0	1250	1183	422	1201	1176	590
Stage 1	-	-	-	-	-	-	512	512	-	654	654	-
Stage 2	-	-	-	-	-	-	738	671	-	547	522	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	947	-	-	1112	-	-	147	187	625	162	191	508
Stage 1	-	-	-	-	-	-	539	532	-	456	463	-
Stage 2	-	-	-	-	-	-	405	450	-	521	531	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	947	-	-	1112	-	-	97	173	625	135	176	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	173	-	135	176	-
Stage 1	-	-	-	-	-	-	513	506	-	434	450	-
Stage 2	-	-	-	-	-	-	277	437	-	449	506	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	38.2	20.7
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	97	173	625	947	-	-	1112	-	-	135	176	508
HCM Lane V/C Ratio	0.464	0.046	0.082	0.048	-	-	0.029	-	-	0.289	0.023	0.289
HCM Control Delay (s)	70.8	26.8	11.3	9	-	-	8.3	-	-	42.2	25.9	14.9
HCM Lane LOS	F	D	B	A	-	-	A	-	-	E	D	B
HCM 95th %tile Q(veh)	2	0.1	0.3	0.1	-	-	0.1	-	-	1.1	0.1	1.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	422	10	32	590	17	45	8	51	39	4	147
Future Volume (veh/h)	45	422	10	32	590	17	45	8	51	39	4	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	45	422	10	32	590	17	45	8	51	39	4	147
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	2	2	2
Cap, veh/h	49	1215	29	34	1197	34	469	290	246	488	297	252
Arrive On Green	0.03	0.36	0.36	0.02	0.35	0.35	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1711	3408	81	1739	3444	99	1207	1826	1547	1344	1870	1585
Grp Volume(v), veh/h	45	211	221	32	297	310	45	8	51	39	4	147
Grp Sat Flow(s),veh/h/ln	1711	1706	1782	1739	1735	1808	1207	1826	1547	1344	1870	1585
Q Serve(g_s), s	0.7	2.3	2.4	0.5	3.5	3.5	0.8	0.1	0.7	0.7	0.0	2.2
Cycle Q Clear(g_c), s	0.7	2.3	2.4	0.5	3.5	3.5	0.9	0.1	0.7	0.7	0.0	2.2
Prop In Lane	1.00		0.05	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	49	609	635	34	603	628	469	290	246	488	297	252
V/C Ratio(X)	0.91	0.35	0.35	0.93	0.49	0.49	0.10	0.03	0.21	0.08	0.01	0.58
Avail Cap(c_a), veh/h	530	1586	1656	471	1545	1610	1071	1202	1019	1158	1231	1043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	6.1	6.1	12.6	6.6	6.6	9.5	9.2	9.4	9.5	9.2	10.1
Incr Delay (d2), s/veh	40.2	0.3	0.3	55.2	0.6	0.6	0.1	0.0	0.4	0.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.5	0.7	0.7	0.8	0.2	0.0	0.2	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	6.4	6.4	67.8	7.3	7.2	9.6	9.2	9.9	9.6	9.2	12.2
LnGrp LOS	D	A	A	E	A	A	A	A	A	A	A	B
Approach Vol, veh/h		477			639			104			190	
Approach Delay, s/veh		10.8			10.3			9.7			11.6	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	8.1	4.5	13.2	8.1	4.7	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	7.0	24.0	17.0	8.0	23.0
Max Q Clear Time (g_c+I1), s	2.9	2.5	4.4	4.2	2.7	5.5
Green Ext Time (p_c), s	0.2	0.0	2.5	0.5	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	37.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	655	10	32	1104	17	45	8	51	39	4	147
Future Vol, veh/h	45	655	10	32	1104	17	45	8	51	39	4	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	7	7	5	5	5	5	5	5	2	2	2
Mvmt Flow	45	655	10	32	1104	17	45	8	51	39	4	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1121	0	0	665	0	0	1997	1930	655	1948	1923	1104
Stage 1	-	-	-	-	-	-	745	745	-	1168	1168	-
Stage 2	-	-	-	-	-	-	1252	1185	-	780	755	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	605	-	-	910	-	-	~ 44	65	461	49	67	257
Stage 1	-	-	-	-	-	-	401	417	-	236	267	-
Stage 2	-	-	-	-	-	-	208	259	-	388	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	605	-	-	910	-	-	~ 16	58	461	~ 36	60	257
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 16	58	-	~ 36	60	-
Stage 1	-	-	-	-	-	-	371	386	-	219	258	-
Stage 2	-	-	-	-	-	-	85	250	-	313	386	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	$ 579.2	100.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	16	58	461	605	-	-	910	-	-	36	60	257
HCM Lane V/C Ratio	2.813	0.138	0.111	0.074	-	-	0.035	-	-	1.083	0.067	0.572
HCM Control Delay (s)	$ 1309.4	76.8	13.8	11.4	-	-	9.1	-	-	$ 345.3	69.2	36.2
HCM Lane LOS	F	F	B	B	-	-	A	-	-	F	F	E
HCM 95th %tile Q(veh)	6.3	0.4	0.4	0.2	-	-	0.1	-	-	4	0.2	3.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	72.8

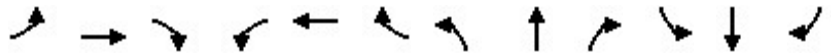
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	753	10	32	1239	17	45	8	51	39	4	147
Future Vol, veh/h	45	753	10	32	1239	17	45	8	51	39	4	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	7	7	7	5	5	5	5	5	5	2	2	2
Mvmt Flow	45	753	10	32	1239	17	45	8	51	39	4	147

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1256	0	0	763	0	0	2230	2163	753	2181	2156	1239
Stage 1	-	-	-	-	-	-	843	843	-	1303	1303	-
Stage 2	-	-	-	-	-	-	1387	1320	-	878	853	-
Critical Hdwy	4.17	-	-	4.15	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.263	-	-	2.245	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	537	-	-	836	-	-	~ 30	46	405	~ 33	48	214
Stage 1	-	-	-	-	-	-	354	375	-	197	231	-
Stage 2	-	-	-	-	-	-	174	223	-	343	376	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	537	-	-	836	-	-	~ 8	41	405	~ 22	42	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	41	-	~ 22	42	-
Stage 1	-	-	-	-	-	-	324	344	-	180	222	-
Stage 2	-	-	-	-	-	-	51	215	-	268	344	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	$ 1308.3	195.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	8	41	405	537	-	-	836	-	-	22	42	214
HCM Lane V/C Ratio	5.625	0.195	0.126	0.084	-	-	0.038	-	-	1.773	0.095	0.687
HCM Control Delay (s)	$ 2986.3	113	15.2	12.3	-	-	9.5	-	-	$ 743.5	99.5	52.2
HCM Lane LOS	F	F	C	B	-	-	A	-	-	F	F	F
HCM 95th %tile Q(veh)	7	0.6	0.4	0.3	-	-	0.1	-	-	5	0.3	4.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	753	10	32	1239	17	45	8	51	39	4	147
Future Volume (veh/h)	45	753	10	32	1239	17	45	8	51	39	4	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1826	1826	1826	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	45	753	10	32	1239	17	45	8	51	39	4	147
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	7	7	7	5	5	5	5	5	5	2	2	2
Cap, veh/h	203	1298	1100	38	1320	1119	197	137	117	204	141	119
Arrive On Green	0.02	0.72	0.72	0.02	0.72	0.72	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1711	1796	1522	1739	1826	1547	1207	1826	1547	1344	1870	1585
Grp Volume(v), veh/h	45	753	10	32	1239	17	45	8	51	39	4	147
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1739	1826	1547	1207	1826	1547	1344	1870	1585
Q Serve(g_s), s	0.5	13.3	0.1	1.2	38.8	0.2	2.4	0.3	2.1	1.8	0.1	5.0
Cycle Q Clear(g_c), s	0.5	13.3	0.1	1.2	38.8	0.2	2.5	0.3	2.1	2.1	0.1	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	1298	1100	38	1320	1119	197	137	117	204	141	119
V/C Ratio(X)	0.22	0.58	0.01	0.85	0.94	0.02	0.23	0.06	0.44	0.19	0.03	1.23
Avail Cap(c_a), veh/h	219	1298	1100	131	1402	1188	197	137	117	204	141	119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	4.4	2.6	32.4	7.9	2.6	29.6	28.5	29.4	29.5	28.5	30.7
Incr Delay (d2), s/veh	0.5	0.7	0.0	37.7	11.9	0.0	0.6	0.2	2.6	0.4	0.1	157.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.1	0.0	0.9	12.9	0.0	0.7	0.1	0.8	0.6	0.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	5.1	2.6	70.1	19.8	2.6	30.2	28.7	31.9	29.9	28.5	188.1
LnGrp LOS	B	A	A	E	B	A	C	C	C	C	C	F
Approach Vol, veh/h		808			1288			104			190	
Approach Delay, s/veh		5.6			20.8			30.9			152.3	
Approach LOS		A			C			C			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.0	5.4	52.0	9.0	5.4	52.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	5.0	48.0	5.0	2.0	51.0
Max Q Clear Time (g_c+I1), s	4.5	3.2	15.3	7.0	2.5	40.8
Green Ext Time (p_c), s	0.0	0.0	6.4	0.0	0.0	7.2

Intersection Summary	
HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	440	52	28	284	32	32	4	20	16	4	36
Future Vol, veh/h	56	440	52	28	284	32	32	4	20	16	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	3	3	3	4	4	4	5	5	5
Mvmt Flow	56	440	52	28	284	32	32	4	20	16	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	0	492	0	0	928	924	440	930	944	284
Stage 1	-	-	-	-	-	-	552	552	-	340	340	-
Stage 2	-	-	-	-	-	-	376	372	-	590	604	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.14	6.54	6.24	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.536	4.036	3.336	3.545	4.045	3.345
Pot Cap-1 Maneuver	1250	-	-	1066	-	-	246	267	613	245	259	748
Stage 1	-	-	-	-	-	-	514	512	-	669	634	-
Stage 2	-	-	-	-	-	-	641	615	-	489	483	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1250	-	-	1066	-	-	219	248	613	222	241	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	248	-	222	241	-
Stage 1	-	-	-	-	-	-	491	489	-	639	618	-
Stage 2	-	-	-	-	-	-	590	599	-	448	461	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.7	19.2	14.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	219	248	613	1250	-	-	1066	-	-	222	241	748
HCM Lane V/C Ratio	0.146	0.016	0.033	0.045	-	-	0.026	-	-	0.072	0.017	0.048
HCM Control Delay (s)	24.2	19.8	11.1	8	-	-	8.5	-	-	22.5	20.2	10.1
HCM Lane LOS	C	C	B	A	-	-	A	-	-	C	C	B
HCM 95th %tile Q(veh)	0.5	0	0.1	0.1	-	-	0.1	-	-	0.2	0.1	0.2

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	619	52	28	425	32	32	4	20	16	4	36
Future Vol, veh/h	56	619	52	28	425	32	32	4	20	16	4	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	3	3	3	4	4	4	5	5	5
Mvmt Flow	56	619	52	28	425	32	32	4	20	16	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	457	0	0	671	0	0	1248	1244	619	1250	1264	425
Stage 1	-	-	-	-	-	-	731	731	-	481	481	-
Stage 2	-	-	-	-	-	-	517	513	-	769	783	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.14	6.54	6.24	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.536	4.036	3.336	3.545	4.045	3.345
Pot Cap-1 Maneuver	1109	-	-	915	-	-	149	173	485	147	167	623
Stage 1	-	-	-	-	-	-	410	424	-	561	549	-
Stage 2	-	-	-	-	-	-	538	533	-	389	400	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1109	-	-	915	-	-	129	159	485	130	154	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	159	-	130	154	-
Stage 1	-	-	-	-	-	-	390	403	-	533	532	-
Stage 2	-	-	-	-	-	-	488	516	-	351	380	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.5	30.5	19.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	129	159	485	1109	-	-	915	-	-	130	154	623
HCM Lane V/C Ratio	0.248	0.025	0.041	0.05	-	-	0.031	-	-	0.123	0.026	0.058
HCM Control Delay (s)	41.9	28.2	12.7	8.4	-	-	9.1	-	-	36.5	29	11.1
HCM Lane LOS	E	D	B	A	-	-	A	-	-	E	D	B
HCM 95th %tile Q(veh)	0.9	0.1	0.1	0.2	-	-	0.1	-	-	0.4	0.1	0.2

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	537	53	41	374	35	34	4	27	18	4	100
Future Vol, veh/h	166	537	53	41	374	35	34	4	27	18	4	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	3	3	3	4	4	4	5	5	5
Mvmt Flow	166	537	53	41	374	35	34	4	27	18	4	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	590	0	0	1395	1360	537	1367	1378	374
Stage 1	-	-	-	-	-	-	869	869	-	456	456	-
Stage 2	-	-	-	-	-	-	526	491	-	911	922	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.14	6.54	6.24	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.536	4.036	3.336	3.545	4.045	3.345
Pot Cap-1 Maneuver	1155	-	-	981	-	-	118	147	540	122	143	666
Stage 1	-	-	-	-	-	-	344	367	-	578	563	-
Stage 2	-	-	-	-	-	-	532	545	-	324	345	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1155	-	-	981	-	-	84	121	540	97	117	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	121	-	97	117	-
Stage 1	-	-	-	-	-	-	294	314	-	495	539	-
Stage 2	-	-	-	-	-	-	430	522	-	260	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.8	46.1	18
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	84	121	540	1155	-	-	981	-	-	97	117	666
HCM Lane V/C Ratio	0.405	0.033	0.05	0.144	-	-	0.042	-	-	0.186	0.034	0.15
HCM Control Delay (s)	74.4	35.8	12	8.6	-	-	8.8	-	-	50.4	36.9	11.4
HCM Lane LOS	F	E	B	A	-	-	A	-	-	F	E	B
HCM 95th %tile Q(veh)	1.6	0.1	0.2	0.5	-	-	0.1	-	-	0.6	0.1	0.5

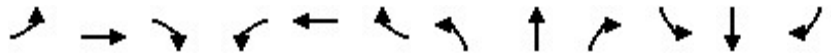
Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	716	53	41	515	35	34	4	27	18	4	100
Future Vol, veh/h	166	716	53	41	515	35	34	4	27	18	4	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	3	3	3	4	4	4	5	5	5
Mvmt Flow	166	716	53	41	515	35	34	4	27	18	4	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	550	0	0	769	0	0	1715	1680	716	1687	1698	515
Stage 1	-	-	-	-	-	-	1048	1048	-	597	597	-
Stage 2	-	-	-	-	-	-	667	632	-	1090	1101	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.14	6.54	6.24	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.536	4.036	3.336	3.545	4.045	3.345
Pot Cap-1 Maneuver	1025	-	-	841	-	-	70	94	427	73	91	554
Stage 1	-	-	-	-	-	-	273	302	-	484	487	-
Stage 2	-	-	-	-	-	-	445	471	-	257	284	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1025	-	-	841	-	-	46	75	427	55	73	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	75	-	55	73	-
Stage 1	-	-	-	-	-	-	229	253	-	406	463	-
Stage 2	-	-	-	-	-	-	344	448	-	199	238	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.7	111.9	27.1
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	46	75	427	1025	-	-	841	-	-	55	73	554
HCM Lane V/C Ratio	0.739	0.053	0.063	0.162	-	-	0.049	-	-	0.327	0.055	0.181
HCM Control Delay (s)	196.2	55.7	14	9.2	-	-	9.5	-	-	99.5	57.2	12.9
HCM Lane LOS	F	F	B	A	-	-	A	-	-	F	F	B
HCM 95th %tile Q(veh)	2.9	0.2	0.2	0.6	-	-	0.2	-	-	1.2	0.2	0.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	716	53	41	515	35	34	4	27	18	4	100
Future Volume (veh/h)	166	716	53	41	515	35	34	4	27	18	4	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	166	716	53	41	515	35	34	4	27	18	4	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	5	5	5
Cap, veh/h	224	1417	105	46	1073	73	403	198	168	411	197	167
Arrive On Green	0.12	0.42	0.42	0.03	0.32	0.32	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1795	3381	250	1767	3350	227	1270	1841	1560	1346	1826	1547
Grp Volume(v), veh/h	166	379	390	41	270	280	34	4	27	18	4	100
Grp Sat Flow(s),veh/h/ln	1795	1791	1840	1767	1763	1815	1270	1841	1560	1346	1826	1547
Q Serve(g_s), s	2.4	4.2	4.2	0.6	3.3	3.3	0.7	0.1	0.4	0.3	0.1	1.7
Cycle Q Clear(g_c), s	2.4	4.2	4.2	0.6	3.3	3.3	0.7	0.1	0.4	0.4	0.1	1.7
Prop In Lane	1.00		0.14	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	751	771	46	564	581	403	198	168	411	197	167
V/C Ratio(X)	0.74	0.51	0.51	0.90	0.48	0.48	0.08	0.02	0.16	0.04	0.02	0.60
Avail Cap(c_a), veh/h	1071	1936	1989	461	1314	1353	834	823	698	868	817	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	5.7	5.7	13.0	7.3	7.3	11.0	10.7	10.9	10.9	10.7	11.4
Incr Delay (d2), s/veh	4.8	0.5	0.5	39.6	0.6	0.6	0.1	0.0	0.4	0.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.8	0.8	0.7	0.8	0.8	0.1	0.0	0.1	0.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	6.3	6.3	52.7	8.0	7.9	11.1	10.7	11.3	10.9	10.7	14.8
LnGrp LOS	B	A	A	D	A	A	B	B	B	B	B	B
Approach Vol, veh/h		935			591			65			122	
Approach Delay, s/veh		8.0			11.1			11.2			14.1	
Approach LOS		A			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	6.9	4.7	15.2	6.9	7.3	12.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	7.0	29.0	12.0	16.0	20.0
Max Q Clear Time (g_c+I1), s	2.7	2.6	6.2	3.7	4.4	5.3
Green Ext Time (p_c), s	0.1	0.0	5.1	0.2	0.3	2.9

Intersection Summary	
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	64

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	1322	53	41	933	35	34	4	27	18	4	100
Future Vol, veh/h	166	1322	53	41	933	35	34	4	27	18	4	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	3	3	3	4	4	4	5	5	5
Mvmt Flow	166	1322	53	41	933	35	34	4	27	18	4	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	968	0	0	1375	0	0	2739	2704	1322	2711	2722	933
Stage 1	-	-	-	-	-	-	1654	1654	-	1015	1015	-
Stage 2	-	-	-	-	-	-	1085	1050	-	1696	1707	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.14	6.54	6.24	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.536	4.036	3.336	3.545	4.045	3.345
Pot Cap-1 Maneuver	716	-	-	496	-	-	~ 13	21	189	~ 13	20	319
Stage 1	-	-	-	-	-	-	123	154	-	284	312	-
Stage 2	-	-	-	-	-	-	260	302	-	115	144	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	716	-	-	496	-	-	~ 5	15	189	~ 7	14	319
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	15	-	~ 7	14	-
Stage 1	-	-	-	-	-	-	94	118	-	218	286	-
Stage 2	-	-	-	-	-	-	161	277	-	73	111	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.5	$ 2126.4	282.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	5	15	189	716	-	-	496	-	-	7	14	319
HCM Lane V/C Ratio	6.8	0.267	0.143	0.232	-	-	0.083	-	-	2.571	0.286	0.313
HCM Control Delay (s)	$ 4006.4	$ 316.7	27.2	11.5	-	-	12.9	-	-	$ 1721.5	$ 344.1	21.4
HCM Lane LOS	F	F	D	B	-	-	B	-	-	F	F	C
HCM 95th %tile Q(veh)	5.8	0.7	0.5	0.9	-	-	0.3	-	-	3.4	0.8	1.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	147.5

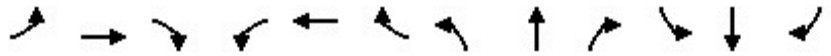
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	166	1501	53	41	1074	35	34	4	27	18	4	100
Future Vol, veh/h	166	1501	53	41	1074	35	34	4	27	18	4	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	1	1	1	3	3	3	4	4	4	5	5	5
Mvmt Flow	166	1501	53	41	1074	35	34	4	27	18	4	100

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1109	0	0	1554	0	0	3059	3024	1501	3031	3042	1074
Stage 1	-	-	-	-	-	-	1833	1833	-	1156	1156	-
Stage 2	-	-	-	-	-	-	1226	1191	-	1875	1886	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.14	6.54	6.24	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.15	5.55	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.536	4.036	3.336	3.545	4.045	3.345
Pot Cap-1 Maneuver	633	-	-	423	-	-	~ 7	13	148	~ 8	12	264
Stage 1	-	-	-	-	-	-	96	125	-	236	268	-
Stage 2	-	-	-	-	-	-	216	259	-	90	117	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	633	-	-	423	-	-	~ 2	9	148	~ 3	8	264
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	9	-	~ 3	8	-
Stage 1	-	-	-	-	-	-	71	92	-	174	242	-
Stage 2	-	-	-	-	-	-	119	234	-	52	86	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.5	$ 5582.3	$ 701.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	2	9	148	633	-	-	423	-	-	3	8	264
HCM Lane V/C Ratio	17	0.444	0.182	0.262	-	-	0.097	-	-	6	0.5	0.379
HCM Control Delay (s)	$ 10575.1	$ 589.2	34.7	12.7	-	-	14.4	-		$ 4452.6	$ 680	26.7
HCM Lane LOS	F	F	D	B	-	-	B	-	-	F	F	D
HCM 95th %tile Q(veh)	6.1	1	0.6	1	-	-	0.3	-	-	3.7	1	1.7

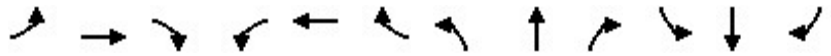
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	1501	53	41	1074	35	34	4	27	18	4	100
Future Volume (veh/h)	166	1501	53	41	1074	35	34	4	27	18	4	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1856	1856	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	166	1501	53	41	1074	35	34	4	27	18	4	100
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	3	3	3	4	4	4	5	5	5
Cap, veh/h	412	1515	1284	51	1471	1246	120	62	52	123	61	52
Arrive On Green	0.04	0.80	0.80	0.03	0.79	0.79	0.03	0.03	0.03	0.03	0.03	0.03
Sat Flow, veh/h	1795	1885	1598	1767	1856	1572	1270	1841	1560	1346	1826	1547
Grp Volume(v), veh/h	166	1501	53	41	1074	35	34	4	27	18	4	100
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1767	1856	1572	1270	1841	1560	1346	1826	1547
Q Serve(g_s), s	1.5	68.8	0.6	2.1	25.5	0.4	2.4	0.2	1.5	1.2	0.2	3.0
Cycle Q Clear(g_c), s	1.5	68.8	0.6	2.1	25.5	0.4	2.6	0.2	1.5	1.4	0.2	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	1515	1284	51	1471	1246	120	62	52	123	61	52
V/C Ratio(X)	0.40	0.99	0.04	0.80	0.73	0.03	0.28	0.06	0.52	0.15	0.07	1.93
Avail Cap(c_a), veh/h	461	1516	1285	59	1471	1246	120	62	52	123	61	52
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	8.5	1.8	43.2	4.6	2.0	43.1	41.9	42.5	42.6	41.9	43.3
Incr Delay (d2), s/veh	0.6	20.9	0.0	47.4	1.9	0.0	1.3	0.4	8.6	0.5	0.4	480.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	23.5	0.1	1.6	6.6	0.1	0.8	0.1	0.7	0.4	0.1	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	29.4	1.8	90.6	6.5	2.0	44.4	42.3	51.1	43.1	42.3	523.7
LnGrp LOS	A	C	A	F	A	A	D	D	D	D	D	F
Approach Vol, veh/h		1720			1150			65			122	
Approach Delay, s/veh		26.4			9.3			47.1			437.0	
Approach LOS		C			A			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	7.0	6.6	75.9	7.0	7.6	74.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.0	3.0	72.0	3.0	6.0	69.0
Max Q Clear Time (g_c+I1), s	4.6	4.1	70.8	5.0	3.5	27.5
Green Ext Time (p_c), s	0.0	0.0	1.2	0.0	0.1	13.0

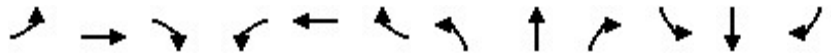
Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	176	124	32	296	252	152	296	60	72	132	116
Future Volume (veh/h)	172	176	124	32	296	252	152	296	60	72	132	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	172	176	124	32	296	252	152	296	15	72	132	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	337	193	136	595	312	265	185	418	354	92	155	136
Arrive On Green	0.20	0.20	0.20	0.34	0.34	0.34	0.10	0.23	0.23	0.05	0.17	0.17
Sat Flow, veh/h	1697	973	685	1767	926	788	1767	1856	1572	1739	896	788
Grp Volume(v), veh/h	172	0	300	32	0	548	152	296	15	72	0	248
Grp Sat Flow(s),veh/h/ln	1697	0	1658	1767	0	1714	1767	1856	1572	1739	0	1684
Q Serve(g_s), s	7.7	0.0	15.1	1.0	0.0	26.7	7.2	12.6	0.6	3.5	0.0	12.2
Cycle Q Clear(g_c), s	7.7	0.0	15.1	1.0	0.0	26.7	7.2	12.6	0.6	3.5	0.0	12.2
Prop In Lane	1.00		0.41	1.00		0.46	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	337	0	329	595	0	577	185	418	354	92	0	291
V/C Ratio(X)	0.51	0.00	0.91	0.05	0.00	0.95	0.82	0.71	0.04	0.79	0.00	0.85
Avail Cap(c_a), veh/h	337	0	329	599	0	581	186	499	423	102	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.6	0.0	33.5	19.2	0.0	27.7	37.5	30.6	25.9	40.1	0.0	34.3
Incr Delay (d2), s/veh	1.3	0.0	28.2	0.0	0.0	25.3	24.5	3.7	0.0	29.9	0.0	13.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	8.5	0.4	0.0	14.4	4.3	5.9	0.2	2.2	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	61.8	19.2	0.0	53.0	62.0	34.3	26.0	70.0	0.0	48.2
LnGrp LOS	C	A	E	B	A	D	E	C	C	E	A	D
Approach Vol, veh/h		472			580			463			320	
Approach Delay, s/veh		50.9			51.1			43.1			53.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	23.3		21.0	13.0	18.8		32.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.6	23.0		17.0	9.0	19.0		29.0
Max Q Clear Time (g_c+I1), s	5.5	14.6		17.1	9.2	14.2		28.7
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	0.6		0.1

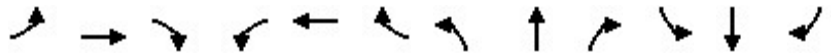
Intersection Summary		
HCM 6th Ctrl Delay		49.4
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	176	132	40	296	252	159	398	67	72	206	116
Future Volume (veh/h)	172	176	132	40	296	252	159	398	67	72	206	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	172	176	132	40	296	252	159	398	22	72	206	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	310	173	130	565	296	252	182	498	422	79	232	131
Arrive On Green	0.18	0.18	0.18	0.32	0.32	0.32	0.10	0.27	0.27	0.05	0.21	0.21
Sat Flow, veh/h	1697	945	709	1767	926	788	1767	1856	1572	1739	1097	618
Grp Volume(v), veh/h	172	0	308	40	0	548	159	398	22	72	0	322
Grp Sat Flow(s),veh/h/ln	1697	0	1654	1767	0	1714	1767	1856	1572	1739	0	1715
Q Serve(g_s), s	8.1	0.0	16.0	1.4	0.0	28.0	7.8	17.5	0.9	3.6	0.0	16.0
Cycle Q Clear(g_c), s	8.1	0.0	16.0	1.4	0.0	28.0	7.8	17.5	0.9	3.6	0.0	16.0
Prop In Lane	1.00		0.43	1.00		0.46	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	310	0	302	565	0	548	182	498	422	79	0	363
V/C Ratio(X)	0.55	0.00	1.02	0.07	0.00	1.00	0.87	0.80	0.05	0.91	0.00	0.89
Avail Cap(c_a), veh/h	310	0	302	565	0	548	182	551	467	79	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	35.8	20.7	0.0	29.7	38.7	29.8	23.7	41.6	0.0	33.5
Incr Delay (d2), s/veh	2.2	0.0	56.6	0.1	0.0	38.3	34.5	7.5	0.1	70.0	0.0	18.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	11.0	0.6	0.0	16.8	5.1	8.6	0.3	3.1	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	92.3	20.8	0.0	68.0	73.2	37.2	23.8	111.6	0.0	52.3
LnGrp LOS	C	A	F	C	A	E	E	D	C	F	A	D
Approach Vol, veh/h		480			588			579			394	
Approach Delay, s/veh		71.7			64.8			46.6			63.2	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	27.5		20.0	13.0	22.5		32.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	26.0		16.0	9.0	21.0		28.0				
Max Q Clear Time (g_c+I1), s	5.6	19.5		18.0	9.8	18.0		30.0				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	0.6		0.0				

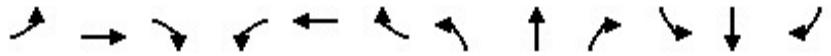
Intersection Summary		
HCM 6th Ctrl Delay		60.9
HCM 6th LOS		E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	176	132	40	296	252	159	398	67	72	206	116
Future Volume (veh/h)	172	176	132	40	296	252	159	398	67	72	206	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	172	176	132	40	296	252	159	398	22	72	206	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	246	618	437	112	448	371	210	779	43	90	353	191
Arrive On Green	0.14	0.33	0.33	0.06	0.24	0.24	0.12	0.23	0.23	0.05	0.16	0.16
Sat Flow, veh/h	1697	1893	1340	1767	1830	1516	1767	3397	187	1739	2175	1174
Grp Volume(v), veh/h	172	156	152	40	285	263	159	206	214	72	162	160
Grp Sat Flow(s),veh/h/ln	1697	1692	1540	1767	1763	1583	1767	1763	1822	1739	1735	1615
Q Serve(g_s), s	4.7	3.3	3.6	1.1	7.1	7.3	4.2	5.0	5.0	2.0	4.2	4.5
Cycle Q Clear(g_c), s	4.7	3.3	3.6	1.1	7.1	7.3	4.2	5.0	5.0	2.0	4.2	4.5
Prop In Lane	1.00		0.87	1.00		0.96	1.00		0.10	1.00		0.73
Lane Grp Cap(c), veh/h	246	552	503	112	431	387	210	404	418	90	282	262
V/C Ratio(X)	0.70	0.28	0.30	0.36	0.66	0.68	0.76	0.51	0.51	0.80	0.58	0.61
Avail Cap(c_a), veh/h	664	1150	1047	218	726	652	619	907	938	358	643	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	12.1	12.2	21.8	16.5	16.6	20.7	16.3	16.3	22.8	18.8	18.9
Incr Delay (d2), s/veh	3.6	0.3	0.3	1.9	1.7	2.1	5.5	1.0	1.0	14.8	1.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.1	1.1	0.5	2.7	2.5	1.9	1.9	1.9	1.1	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	12.4	12.6	23.7	18.3	18.7	26.3	17.3	17.3	37.5	20.7	21.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	D	C	C
Approach Vol, veh/h		480			588			579			394	
Approach Delay, s/veh		16.4			18.8			19.8			24.0	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	15.1	7.1	19.9	9.8	11.9	11.0	15.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	6.0	33.0	17.0	18.0	19.0	20.0
Max Q Clear Time (g_c+I1), s	4.0	7.0	3.1	5.6	6.2	6.5	6.7	9.3
Green Ext Time (p_c), s	0.1	2.3	0.0	1.9	0.3	1.4	0.4	2.6

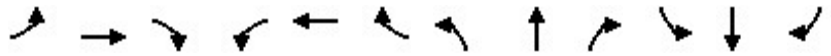
Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	214	160	34	381	371	194	413	61	112	182	162
Future Volume (veh/h)	270	214	160	34	381	371	194	413	61	112	182	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	270	214	160	34	381	371	194	413	16	112	182	162
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	302	168	126	648	317	308	177	412	349	97	158	141
Arrive On Green	0.18	0.18	0.18	0.37	0.37	0.37	0.10	0.22	0.22	0.06	0.18	0.18
Sat Flow, veh/h	1697	946	708	1767	863	841	1767	1856	1572	1739	891	793
Grp Volume(v), veh/h	270	0	374	34	0	752	194	413	16	112	0	344
Grp Sat Flow(s),veh/h/ln	1697	0	1654	1767	0	1704	1767	1856	1572	1739	0	1683
Q Serve(g_s), s	14.0	0.0	16.0	1.1	0.0	33.0	9.0	20.0	0.7	5.0	0.0	16.0
Cycle Q Clear(g_c), s	14.0	0.0	16.0	1.1	0.0	33.0	9.0	20.0	0.7	5.0	0.0	16.0
Prop In Lane	1.00		0.43	1.00		0.49	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	302	0	294	648	0	625	177	412	349	97	0	299
V/C Ratio(X)	0.90	0.00	1.27	0.05	0.00	1.20	1.10	1.00	0.05	1.16	0.00	1.15
Avail Cap(c_a), veh/h	302	0	294	648	0	625	177	412	349	97	0	299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	37.0	18.4	0.0	28.5	40.5	35.0	27.5	42.5	0.0	37.0
Incr Delay (d2), s/veh	27.1	0.0	146.3	0.0	0.0	106.2	96.3	44.7	0.1	140.8	0.0	98.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	18.3	0.5	0.0	31.2	8.6	13.9	0.3	5.9	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	0.0	183.3	18.4	0.0	134.7	136.8	79.7	27.6	183.3	0.0	135.8
LnGrp LOS	E	A	F	B	A	F	F	F	C	F	A	F
Approach Vol, veh/h		644			786			623			456	
Approach Delay, s/veh		133.0			129.7			96.1			147.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	24.0		20.0	13.0	20.0		37.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	5.0	20.0		16.0	9.0	16.0		33.0				
Max Q Clear Time (g_c+I1), s	7.0	22.0		18.0	11.0	18.0		35.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

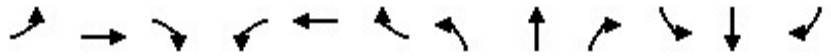
Intersection Summary		
HCM 6th Ctrl Delay		125.4
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	214	168	34	381	371	201	515	61	112	256	162
Future Volume (veh/h)	270	214	168	34	381	371	201	515	61	112	256	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	270	214	168	34	381	371	201	515	16	112	256	162
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	302	164	129	569	278	271	157	515	437	77	244	154
Arrive On Green	0.18	0.18	0.18	0.32	0.32	0.32	0.09	0.28	0.28	0.04	0.23	0.23
Sat Flow, veh/h	1697	925	726	1767	863	841	1767	1856	1572	1739	1045	661
Grp Volume(v), veh/h	270	0	382	34	0	752	201	515	16	112	0	418
Grp Sat Flow(s),veh/h/ln	1697	0	1651	1767	0	1704	1767	1856	1572	1739	0	1707
Q Serve(g_s), s	14.0	0.0	16.0	1.2	0.0	29.0	8.0	25.0	0.7	4.0	0.0	21.0
Cycle Q Clear(g_c), s	14.0	0.0	16.0	1.2	0.0	29.0	8.0	25.0	0.7	4.0	0.0	21.0
Prop In Lane	1.00		0.44	1.00		0.49	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	302	0	293	569	0	549	157	515	437	77	0	398
V/C Ratio(X)	0.90	0.00	1.30	0.06	0.00	1.37	1.28	1.00	0.04	1.45	0.00	1.05
Avail Cap(c_a), veh/h	302	0	293	569	0	549	157	515	437	77	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	37.0	21.1	0.0	30.5	41.0	32.5	23.7	43.0	0.0	34.5
Incr Delay (d2), s/veh	27.1	0.0	158.4	0.0	0.0	177.6	165.6	39.4	0.0	260.4	0.0	58.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	19.2	0.5	0.0	38.5	10.7	16.4	0.2	7.3	0.0	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	0.0	195.4	21.1	0.0	208.1	206.6	71.9	23.7	303.4	0.0	93.2
LnGrp LOS	E	A	F	C	A	F	F	E	C	F	A	F
Approach Vol, veh/h		652			786			732			530	
Approach Delay, s/veh		140.7			200.0			107.8			137.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	29.0		20.0	12.0	25.0		33.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	25.0		16.0	8.0	21.0		29.0
Max Q Clear Time (g_c+I1), s	6.0	27.0		18.0	10.0	23.0		31.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

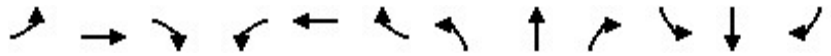
Intersection Summary	
HCM 6th Ctrl Delay	148.5
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	214	168	34	381	371	201	515	61	112	256	162
Future Volume (veh/h)	270	214	168	34	381	371	201	515	61	112	256	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	270	214	168	34	381	371	201	515	16	112	256	162
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	321	768	575	84	484	431	248	787	24	143	347	212
Arrive On Green	0.19	0.42	0.42	0.05	0.27	0.27	0.14	0.23	0.23	0.08	0.17	0.17
Sat Flow, veh/h	1697	1845	1380	1767	1763	1572	1767	3490	108	1739	2068	1264
Grp Volume(v), veh/h	270	195	187	34	381	371	201	260	271	112	213	205
Grp Sat Flow(s),veh/h/ln	1697	1692	1533	1767	1763	1572	1767	1763	1836	1739	1735	1598
Q Serve(g_s), s	10.7	5.3	5.7	1.3	14.0	15.7	7.7	9.4	9.4	4.4	8.2	8.6
Cycle Q Clear(g_c), s	10.7	5.3	5.7	1.3	14.0	15.7	7.7	9.4	9.4	4.4	8.2	8.6
Prop In Lane	1.00		0.90	1.00		1.00	1.00		0.06	1.00		0.79
Lane Grp Cap(c), veh/h	321	704	638	84	484	431	248	398	414	143	291	268
V/C Ratio(X)	0.84	0.28	0.29	0.41	0.79	0.86	0.81	0.65	0.65	0.78	0.73	0.76
Avail Cap(c_a), veh/h	509	870	788	151	529	472	404	554	577	248	396	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	13.5	13.6	32.4	23.5	24.1	29.2	24.6	24.6	31.5	27.6	27.8
Incr Delay (d2), s/veh	7.1	0.2	0.3	3.1	7.2	14.0	6.3	1.8	1.8	9.0	4.5	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.9	1.8	0.6	6.4	7.1	3.6	3.9	4.1	2.1	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	13.7	13.8	35.5	30.8	38.1	35.5	26.5	26.4	40.5	32.2	34.2
LnGrp LOS	C	B	B	D	C	D	D	C	C	D	C	C
Approach Vol, veh/h		652			786			732			530	
Approach Delay, s/veh		22.3			34.4			28.9			34.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	19.8	7.3	33.2	13.8	15.7	17.3	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.8	22.0	6.0	36.0	16.0	16.0	21.0	21.0
Max Q Clear Time (g_c+I1), s	6.4	11.4	3.3	7.7	9.7	10.6	12.7	17.7
Green Ext Time (p_c), s	0.1	2.4	0.0	2.5	0.3	1.2	0.5	1.5

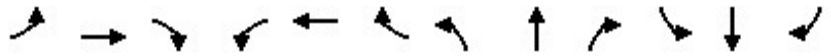
Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	216	227	48	385	401	320	910	88	125	432	169
Future Volume (veh/h)	277	216	227	48	385	401	320	910	88	125	432	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	277	216	227	48	385	401	320	910	43	125	432	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	245	115	121	471	222	231	216	660	559	97	361	141
Arrive On Green	0.14	0.14	0.14	0.27	0.27	0.27	0.12	0.36	0.36	0.06	0.29	0.29
Sat Flow, veh/h	1697	795	836	1767	832	867	1767	1856	1572	1739	1249	489
Grp Volume(v), veh/h	277	0	443	48	0	786	320	910	43	125	0	601
Grp Sat Flow(s),veh/h/ln	1697	0	1631	1767	0	1699	1767	1856	1572	1739	0	1738
Q Serve(g_s), s	13.0	0.0	13.0	1.8	0.0	24.0	11.0	32.0	1.6	5.0	0.0	26.0
Cycle Q Clear(g_c), s	13.0	0.0	13.0	1.8	0.0	24.0	11.0	32.0	1.6	5.0	0.0	26.0
Prop In Lane	1.00		0.51	1.00		0.51	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	245	0	236	471	0	453	216	660	559	97	0	502
V/C Ratio(X)	1.13	0.00	1.88	0.10	0.00	1.73	1.48	1.38	0.08	1.29	0.00	1.20
Avail Cap(c_a), veh/h	245	0	236	471	0	453	216	660	559	97	0	502
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	38.5	24.9	0.0	33.0	39.5	29.0	19.2	42.5	0.0	32.0
Incr Delay (d2), s/veh	97.1	0.0	411.9	0.1	0.0	339.6	239.9	180.1	0.1	189.5	0.0	106.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	32.0	0.8	0.0	52.3	19.1	46.5	0.6	7.2	0.0	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.6	0.0	450.4	25.0	0.0	372.6	279.4	209.1	19.3	232.0	0.0	138.8
LnGrp LOS	F	A	F	C	A	F	F	F	B	F	A	F
Approach Vol, veh/h		720			834			1273			726	
Approach Delay, s/veh		329.3			352.6			220.3			154.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	36.0		17.0	15.0	30.0		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	32.0		13.0	11.0	26.0		24.0
Max Q Clear Time (g_c+I1), s	7.0	34.0		15.0	13.0	28.0		26.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

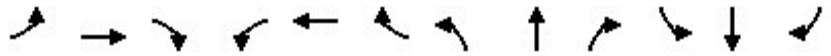
Intersection Summary	
HCM 6th Ctrl Delay	260.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	216	235	48	385	401	327	1012	88	125	506	169
Future Volume (veh/h)	277	216	235	48	385	401	327	1012	88	125	506	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	277	216	235	48	385	401	327	1012	43	125	506	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	226	104	113	471	222	231	196	680	577	97	407	136
Arrive On Green	0.13	0.13	0.13	0.27	0.27	0.27	0.11	0.37	0.37	0.06	0.31	0.31
Sat Flow, veh/h	1697	780	849	1767	832	867	1767	1856	1572	1739	1310	437
Grp Volume(v), veh/h	277	0	451	48	0	786	327	1012	43	125	0	675
Grp Sat Flow(s),veh/h/ln	1697	0	1629	1767	0	1699	1767	1856	1572	1739	0	1747
Q Serve(g_s), s	12.0	0.0	12.0	1.8	0.0	24.0	10.0	33.0	1.6	5.0	0.0	28.0
Cycle Q Clear(g_c), s	12.0	0.0	12.0	1.8	0.0	24.0	10.0	33.0	1.6	5.0	0.0	28.0
Prop In Lane	1.00		0.52	1.00		0.51	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	226	0	217	471	0	453	196	680	577	97	0	544
V/C Ratio(X)	1.22	0.00	2.08	0.10	0.00	1.73	1.67	1.49	0.07	1.29	0.00	1.24
Avail Cap(c_a), veh/h	226	0	217	471	0	453	196	680	577	97	0	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	39.0	24.9	0.0	33.0	40.0	28.5	18.6	42.5	0.0	31.0
Incr Delay (d2), s/veh	133.8	0.0	500.1	0.1	0.0	339.6	320.8	227.1	0.1	189.5	0.0	123.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	0.0	34.9	0.8	0.0	52.3	21.8	56.8	0.6	7.2	0.0	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.8	0.0	539.1	25.0	0.0	372.6	360.8	255.6	18.6	232.0	0.0	154.8
LnGrp LOS	F	A	F	C	A	F	F	F	B	F	A	F
Approach Vol, veh/h		728			834			1382			800	
Approach Delay, s/veh		399.7			352.6			273.2			166.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	37.0		16.0	14.0	32.0		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	33.0		12.0	10.0	28.0		24.0
Max Q Clear Time (g_c+I1), s	7.0	35.0		14.0	12.0	30.0		26.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

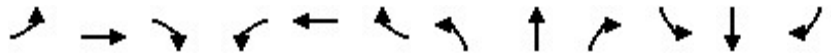
Intersection Summary	
HCM 6th Ctrl Delay	292.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	216	235	48	385	401	327	1012	88	125	506	169
Future Volume (veh/h)	277	216	235	48	385	401	327	1012	88	125	506	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	277	216	235	48	385	401	327	1012	43	125	506	169
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	3	3	3	5	5	5
Cap, veh/h	323	929	735	95	486	360	376	1259	53	158	624	207
Arrive On Green	0.19	0.27	0.27	0.05	0.14	0.14	0.21	0.37	0.37	0.09	0.24	0.24
Sat Flow, veh/h	1697	3385	1510	1767	3526	1572	1767	3446	146	1739	2558	850
Grp Volume(v), veh/h	277	216	235	48	385	401	327	518	537	125	342	333
Grp Sat Flow(s),veh/h/ln	1697	1692	1510	1767	1763	1572	1767	1763	1829	1739	1735	1673
Q Serve(g_s), s	11.7	3.7	7.0	2.0	7.8	10.2	13.3	19.6	19.6	5.2	13.8	13.9
Cycle Q Clear(g_c), s	11.7	3.7	7.0	2.0	7.8	10.2	13.3	19.6	19.6	5.2	13.8	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		0.51
Lane Grp Cap(c), veh/h	323	929	735	95	486	360	376	644	668	158	423	408
V/C Ratio(X)	0.86	0.23	0.32	0.51	0.79	1.11	0.87	0.80	0.80	0.79	0.81	0.82
Avail Cap(c_a), veh/h	434	1140	829	143	570	397	500	760	789	258	514	496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	20.9	11.6	34.2	31.0	28.6	28.2	21.2	21.2	33.0	26.4	26.5
Incr Delay (d2), s/veh	12.2	0.1	0.2	4.2	6.5	82.0	12.2	5.4	5.2	8.4	7.8	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	1.4	2.2	0.9	3.7	14.3	6.6	8.5	8.7	2.5	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.3	21.0	11.8	38.3	37.5	110.6	40.5	26.6	26.4	41.5	34.3	35.0
LnGrp LOS	D	C	B	D	D	F	D	C	C	D	C	D
Approach Vol, veh/h		728			834			1382			800	
Approach Delay, s/veh		25.8			72.7			29.8			35.7	
Approach LOS		C			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	31.1	8.0	24.4	19.8	22.1	18.1	14.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	32.0	6.0	25.0	21.0	22.0	19.0	12.0
Max Q Clear Time (g_c+I1), s	7.2	21.6	4.0	5.7	15.3	15.9	13.7	9.8
Green Ext Time (p_c), s	0.1	5.0	0.0	0.5	0.5	2.2	0.4	0.4

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	288	176	28	92	112	124	220	16	168	344	120
Future Volume (veh/h)	172	288	176	28	92	112	124	220	16	168	344	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	172	288	176	28	92	112	124	220	4	168	344	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	522	319	195	252	109	132	156	484	410	208	383	134
Arrive On Green	0.29	0.29	0.29	0.14	0.14	0.14	0.09	0.26	0.26	0.12	0.29	0.29
Sat Flow, veh/h	1795	1095	669	1795	774	942	1781	1870	1585	1795	1335	466
Grp Volume(v), veh/h	172	0	464	28	0	204	124	220	4	168	0	464
Grp Sat Flow(s),veh/h/ln	1795	0	1765	1795	0	1716	1781	1870	1585	1795	0	1801
Q Serve(g_s), s	6.2	0.0	20.8	1.1	0.0	9.5	5.6	8.1	0.2	7.5	0.0	20.4
Cycle Q Clear(g_c), s	6.2	0.0	20.8	1.1	0.0	9.5	5.6	8.1	0.2	7.5	0.0	20.4
Prop In Lane	1.00		0.38	1.00		0.55	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	522	0	513	252	0	241	156	484	410	208	0	517
V/C Ratio(X)	0.33	0.00	0.90	0.11	0.00	0.85	0.80	0.45	0.01	0.81	0.00	0.90
Avail Cap(c_a), veh/h	567	0	558	262	0	250	195	484	410	349	0	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	28.1	30.9	0.0	34.5	36.8	25.6	22.7	35.5	0.0	28.2
Incr Delay (d2), s/veh	0.4	0.0	17.3	0.2	0.0	22.3	16.4	0.7	0.0	7.3	0.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	10.9	0.5	0.0	5.4	3.1	3.6	0.1	3.6	0.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	0.0	45.4	31.1	0.0	56.8	53.2	26.3	22.7	42.8	0.0	43.5
LnGrp LOS	C	A	D	C	A	E	D	C	C	D	A	D
Approach Vol, veh/h		636			232			348			632	
Approach Delay, s/veh		39.4			53.7			35.8			43.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	25.3		27.9	11.2	27.6		15.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	20.0		26.0	9.0	27.0		12.0				
Max Q Clear Time (g_c+I1), s	9.5	10.1		22.8	7.6	22.4		11.5				
Green Ext Time (p_c), s	0.2	0.8		1.1	0.0	1.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		41.9
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	288	191	41	92	112	137	324	28	168	476	120
Future Volume (veh/h)	172	288	191	41	92	112	137	324	28	168	476	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	172	288	191	41	92	112	137	324	16	168	476	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	475	280	185	186	80	97	164	626	530	204	517	130
Arrive On Green	0.26	0.26	0.26	0.10	0.10	0.10	0.09	0.33	0.33	0.11	0.36	0.36
Sat Flow, veh/h	1795	1058	701	1795	774	942	1781	1870	1585	1795	1453	366
Grp Volume(v), veh/h	172	0	479	41	0	204	137	324	16	168	0	596
Grp Sat Flow(s),veh/h/ln	1795	0	1759	1795	0	1716	1781	1870	1585	1795	0	1819
Q Serve(g_s), s	6.8	0.0	23.0	1.8	0.0	9.0	6.6	12.1	0.6	8.0	0.0	27.3
Cycle Q Clear(g_c), s	6.8	0.0	23.0	1.8	0.0	9.0	6.6	12.1	0.6	8.0	0.0	27.3
Prop In Lane	1.00		0.40	1.00		0.55	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	475	0	465	186	0	178	164	626	530	204	0	648
V/C Ratio(X)	0.36	0.00	1.03	0.22	0.00	1.15	0.84	0.52	0.03	0.82	0.00	0.92
Avail Cap(c_a), veh/h	475	0	465	186	0	178	164	645	547	248	0	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	0.0	32.0	35.8	0.0	39.0	38.8	23.3	19.5	37.7	0.0	26.8
Incr Delay (d2), s/veh	0.5	0.0	49.6	0.6	0.0	113.3	29.7	0.7	0.0	16.9	0.0	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	15.8	0.8	0.0	9.3	4.2	5.3	0.2	4.4	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	81.5	36.4	0.0	152.3	68.5	24.0	19.5	54.6	0.0	43.2
LnGrp LOS	C	A	F	D	A	F	E	C	B	D	A	D
Approach Vol, veh/h		651			245			477			764	
Approach Delay, s/veh		67.0			132.9			36.6			45.7	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.9	33.1		27.0	12.0	35.0		13.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.9	30.0		23.0	8.0	34.0		9.0
Max Q Clear Time (g_c+I1), s	10.0	14.1		25.0	8.6	29.3		11.0
Green Ext Time (p_c), s	0.1	1.7		0.0	0.0	1.7		0.0

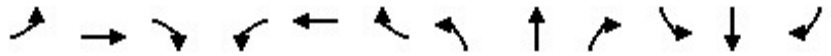
Intersection Summary	
HCM 6th Ctrl Delay	60.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	288	191	41	92	112	137	324	28	168	476	120
Future Volume (veh/h)	172	288	191	41	92	112	137	324	28	168	476	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	172	288	191	41	92	112	137	324	16	168	476	120
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	254	468	302	116	264	236	181	846	42	224	762	191
Arrive On Green	0.14	0.22	0.22	0.06	0.15	0.15	0.10	0.25	0.25	0.12	0.27	0.27
Sat Flow, veh/h	1795	2088	1346	1795	1791	1598	1781	3447	170	1795	2837	711
Grp Volume(v), veh/h	172	246	233	41	92	112	137	166	174	168	299	297
Grp Sat Flow(s),veh/h/ln	1795	1791	1643	1795	1791	1598	1781	1777	1840	1795	1791	1757
Q Serve(g_s), s	4.3	5.8	6.0	1.0	2.2	3.0	3.5	3.7	3.7	4.2	6.9	7.0
Cycle Q Clear(g_c), s	4.3	5.8	6.0	1.0	2.2	3.0	3.5	3.7	3.7	4.2	6.9	7.0
Prop In Lane	1.00		0.82	1.00		1.00	1.00		0.09	1.00		0.40
Lane Grp Cap(c), veh/h	254	402	369	116	264	236	181	436	452	224	481	472
V/C Ratio(X)	0.68	0.61	0.63	0.35	0.35	0.48	0.76	0.38	0.38	0.75	0.62	0.63
Avail Cap(c_a), veh/h	765	839	770	306	381	340	569	908	940	765	1106	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	16.4	16.5	21.0	18.0	18.3	20.5	14.7	14.8	19.8	15.1	15.1
Incr Delay (d2), s/veh	3.1	1.5	1.8	1.8	0.8	1.5	6.3	0.5	0.5	5.0	1.3	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	2.2	0.4	0.9	1.1	1.6	1.3	1.4	1.9	2.6	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	17.9	18.3	22.8	18.8	19.8	26.8	15.3	15.3	24.8	16.4	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		651			245			477			764	
Approach Delay, s/veh		19.2			19.9			18.6			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	15.5	7.0	14.5	8.8	16.6	10.6	10.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	24.0	8.0	22.0	15.0	29.0	20.0	10.0
Max Q Clear Time (g_c+I1), s	6.3	5.7	3.0	8.0	5.5	9.0	6.3	5.0
Green Ext Time (p_c), s	0.4	1.8	0.0	2.5	0.2	3.6	0.4	0.5

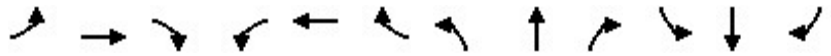
Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	386	230	29	157	189	173	326	18	300	496	248
Future Volume (veh/h)	264	386	230	29	157	189	173	326	18	300	496	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	264	386	230	29	157	189	173	326	6	300	496	248
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	459	283	169	239	104	125	139	478	405	319	422	211
Arrive On Green	0.26	0.26	0.26	0.13	0.13	0.13	0.08	0.26	0.26	0.18	0.36	0.36
Sat Flow, veh/h	1795	1107	660	1795	779	938	1781	1870	1585	1795	1186	593
Grp Volume(v), veh/h	264	0	616	29	0	346	173	326	6	300	0	744
Grp Sat Flow(s),veh/h/ln	1795	0	1766	1795	0	1716	1781	1870	1585	1795	0	1778
Q Serve(g_s), s	11.6	0.0	23.0	1.3	0.0	12.0	7.0	14.1	0.3	14.8	0.0	32.0
Cycle Q Clear(g_c), s	11.6	0.0	23.0	1.3	0.0	12.0	7.0	14.1	0.3	14.8	0.0	32.0
Prop In Lane	1.00		0.37	1.00		0.55	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	459	0	451	239	0	229	139	478	405	319	0	632
V/C Ratio(X)	0.58	0.00	1.36	0.12	0.00	1.51	1.25	0.68	0.01	0.94	0.00	1.18
Avail Cap(c_a), veh/h	459	0	451	239	0	229	139	478	405	319	0	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	33.5	34.4	0.0	39.0	41.5	30.2	25.0	36.5	0.0	29.0
Incr Delay (d2), s/veh	1.8	0.0	177.8	0.2	0.0	251.6	158.1	3.9	0.0	34.9	0.0	95.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	31.8	0.6	0.0	21.0	9.1	6.7	0.1	9.5	0.0	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	211.3	34.6	0.0	290.6	199.6	34.1	25.0	71.4	0.0	124.3
LnGrp LOS	C	A	F	C	A	F	F	C	C	E	A	F
Approach Vol, veh/h		880			375			505			1044	
Approach Delay, s/veh		157.2			270.8			90.7			109.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.0	27.0		27.0	11.0	36.0		16.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	23.0		23.0	7.0	32.0		12.0
Max Q Clear Time (g_c+I1), s	13.6	16.1		25.0	9.0	34.0		14.0
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		142.5
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	386	245	29	157	189	186	430	18	300	628	248
Future Volume (veh/h)	264	386	245	29	157	189	186	430	18	300	628	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	264	386	245	29	157	189	186	430	6	300	628	248
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	439	263	167	219	95	115	139	520	440	319	486	192
Arrive On Green	0.24	0.24	0.24	0.12	0.12	0.12	0.08	0.28	0.28	0.18	0.38	0.38
Sat Flow, veh/h	1795	1078	684	1795	779	938	1781	1870	1585	1795	1286	508
Grp Volume(v), veh/h	264	0	631	29	0	346	186	430	6	300	0	876
Grp Sat Flow(s),veh/h/ln	1795	0	1762	1795	0	1716	1781	1870	1585	1795	0	1794
Q Serve(g_s), s	11.7	0.0	22.0	1.3	0.0	11.0	7.0	19.4	0.2	14.8	0.0	34.0
Cycle Q Clear(g_c), s	11.7	0.0	22.0	1.3	0.0	11.0	7.0	19.4	0.2	14.8	0.0	34.0
Prop In Lane	1.00		0.39	1.00		0.55	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	439	0	431	219	0	210	139	520	440	319	0	678
V/C Ratio(X)	0.60	0.00	1.46	0.13	0.00	1.65	1.34	0.83	0.01	0.94	0.00	1.29
Avail Cap(c_a), veh/h	439	0	431	219	0	210	139	520	440	319	0	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	34.0	35.2	0.0	39.5	41.5	30.5	23.6	36.5	0.0	28.0
Incr Delay (d2), s/veh	2.3	0.0	221.7	0.3	0.0	312.6	194.5	10.7	0.0	34.9	0.0	142.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	35.6	0.6	0.0	22.8	10.5	10.0	0.1	9.5	0.0	40.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	255.7	35.5	0.0	352.1	236.0	41.2	23.6	71.4	0.0	170.6
LnGrp LOS	C	A	F	D	A	F	F	D	C	E	A	F
Approach Vol, veh/h		895			375			622			1176	
Approach Delay, s/veh		189.8			327.6			99.2			145.3	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.0	29.0		26.0	11.0	38.0		15.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	25.0		22.0	7.0	34.0		11.0
Max Q Clear Time (g_c+I1), s	13.7	21.4		24.0	9.0	36.0		13.0
Green Ext Time (p_c), s	0.0	0.9		0.0	0.0	0.0		0.0

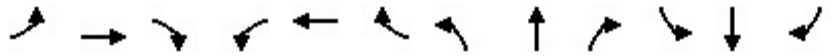
Intersection Summary	
HCM 6th Ctrl Delay	171.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	386	245	29	157	189	186	430	18	300	628	248
Future Volume (veh/h)	264	386	245	29	157	189	186	430	18	300	628	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	264	386	245	29	157	189	186	430	6	300	628	248
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	320	561	351	81	237	211	232	914	13	359	813	321
Arrive On Green	0.18	0.27	0.27	0.05	0.13	0.13	0.13	0.25	0.25	0.20	0.32	0.32
Sat Flow, veh/h	1795	2114	1324	1795	1791	1598	1781	3588	50	1795	2508	990
Grp Volume(v), veh/h	264	326	305	29	157	189	186	213	223	300	448	428
Grp Sat Flow(s),veh/h/ln	1795	1791	1647	1795	1791	1598	1781	1777	1861	1795	1791	1707
Q Serve(g_s), s	9.6	11.1	11.4	1.1	5.7	7.9	6.9	6.9	6.9	10.9	15.4	15.4
Cycle Q Clear(g_c), s	9.6	11.1	11.4	1.1	5.7	7.9	6.9	6.9	6.9	10.9	15.4	15.4
Prop In Lane	1.00		0.80	1.00		1.00	1.00		0.03	1.00		0.58
Lane Grp Cap(c), veh/h	320	475	437	81	237	211	232	453	474	359	580	553
V/C Ratio(X)	0.82	0.69	0.70	0.36	0.66	0.89	0.80	0.47	0.47	0.84	0.77	0.77
Avail Cap(c_a), veh/h	528	631	581	132	237	211	393	522	547	659	789	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	22.5	22.5	31.5	28.1	29.1	28.7	21.5	21.5	26.2	20.7	20.8
Incr Delay (d2), s/veh	5.4	2.0	2.4	2.7	6.8	34.8	6.3	0.8	0.7	5.2	3.3	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.6	4.4	0.5	2.8	4.9	3.2	2.8	2.9	4.9	6.5	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.3	24.4	24.9	34.2	34.8	63.9	35.0	22.2	22.2	31.4	24.0	24.2
LnGrp LOS	C	C	C	C	C	E	D	C	C	C	C	C
Approach Vol, veh/h		895			375			622			1176	
Approach Delay, s/veh		26.9			49.4			26.0			26.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	21.3	7.1	22.1	12.9	26.1	16.1	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.6	20.0	5.0	24.0	15.0	30.0	20.0	9.0
Max Q Clear Time (g_c+I1), s	12.9	8.9	3.1	13.4	8.9	17.4	11.6	9.9
Green Ext Time (p_c), s	0.7	1.9	0.0	3.0	0.2	4.7	0.5	0.0

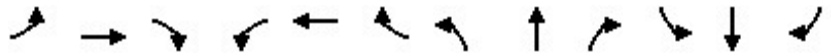
Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	391	383	63	160	218	287	748	42	343	1095	257
Future Volume (veh/h)	273	391	383	63	160	218	287	748	42	343	1095	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	273	391	383	63	160	218	287	748	30	343	1095	257
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	379	185	181	160	64	88	158	769	652	199	640	150
Arrive On Green	0.21	0.21	0.21	0.09	0.09	0.09	0.09	0.41	0.41	0.11	0.43	0.43
Sat Flow, veh/h	1795	874	857	1795	723	985	1781	1870	1585	1795	1476	346
Grp Volume(v), veh/h	273	0	774	63	0	378	287	748	30	343	0	1352
Grp Sat Flow(s),veh/h/ln	1795	0	1731	1795	0	1708	1781	1870	1585	1795	0	1823
Q Serve(g_s), s	12.7	0.0	19.0	3.0	0.0	8.0	8.0	35.3	1.0	10.0	0.0	39.0
Cycle Q Clear(g_c), s	12.7	0.0	19.0	3.0	0.0	8.0	8.0	35.3	1.0	10.0	0.0	39.0
Prop In Lane	1.00		0.49	1.00		0.58	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	379	0	365	160	0	152	158	769	652	199	0	790
V/C Ratio(X)	0.72	0.00	2.12	0.39	0.00	2.49	1.81	0.97	0.05	1.72	0.00	1.71
Avail Cap(c_a), veh/h	379	0	365	160	0	152	158	769	652	199	0	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	35.5	38.7	0.0	41.0	41.0	26.0	15.9	40.0	0.0	25.5
Incr Delay (d2), s/veh	6.5	0.0	512.3	1.6	0.0	689.7	389.5	25.8	0.0	344.0	0.0	325.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	59.8	1.4	0.0	32.4	20.6	20.2	0.4	23.4	0.0	87.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	547.8	40.3	0.0	730.7	430.5	51.8	15.9	384.0	0.0	351.1
LnGrp LOS	D	A	F	D	A	F	F	D	B	F	A	F
Approach Vol, veh/h		1047			441			1065			1695	
Approach Delay, s/veh		415.3			632.1			152.8			357.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	41.0		23.0	12.0	43.0		12.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	37.0		19.0	8.0	39.0		8.0
Max Q Clear Time (g_c+I1), s	12.0	37.3		21.0	10.0	41.0		10.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	349.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	391	398	63	160	218	300	852	42	343	1227	257
Future Volume (veh/h)	273	391	398	63	160	218	300	852	42	343	1227	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	273	391	398	63	160	218	300	852	30	343	1227	257
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	379	181	184	160	64	88	158	790	669	180	655	137
Arrive On Green	0.21	0.21	0.21	0.09	0.09	0.09	0.09	0.42	0.42	0.10	0.43	0.43
Sat Flow, veh/h	1795	856	872	1795	723	985	1781	1870	1585	1795	1512	317
Grp Volume(v), veh/h	273	0	789	63	0	378	300	852	30	343	0	1484
Grp Sat Flow(s),veh/h/ln	1795	0	1728	1795	0	1708	1781	1870	1585	1795	0	1828
Q Serve(g_s), s	12.7	0.0	19.0	3.0	0.0	8.0	8.0	38.0	1.0	9.0	0.0	39.0
Cycle Q Clear(g_c), s	12.7	0.0	19.0	3.0	0.0	8.0	8.0	38.0	1.0	9.0	0.0	39.0
Prop In Lane	1.00		0.50	1.00		0.58	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	379	0	365	160	0	152	158	790	669	180	0	792
V/C Ratio(X)	0.72	0.00	2.16	0.39	0.00	2.49	1.89	1.08	0.04	1.91	0.00	1.87
Avail Cap(c_a), veh/h	379	0	365	160	0	152	158	790	669	180	0	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	35.5	38.7	0.0	41.0	41.0	26.0	15.3	40.5	0.0	25.5
Incr Delay (d2), s/veh	6.5	0.0	532.1	1.6	0.0	689.7	425.4	55.5	0.0	429.7	0.0	397.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	61.7	1.4	0.0	32.4	22.2	28.0	0.4	25.3	0.0	103.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	567.6	40.3	0.0	730.7	466.4	81.5	15.3	470.2	0.0	423.3
LnGrp LOS	D	A	F	D	A	F	F	F	B	F	A	F
Approach Vol, veh/h		1062			441			1182			1827	
Approach Delay, s/veh		431.9			632.1			177.5			432.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	42.0		23.0	12.0	43.0		12.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.0	38.0		19.0	8.0	39.0		8.0
Max Q Clear Time (g_c+I1), s	11.0	40.0		21.0	10.0	41.0		10.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0

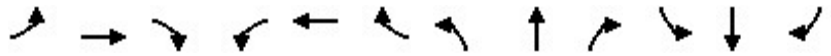
Intersection Summary	
HCM 6th Ctrl Delay	384.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	273	391	398	63	160	218	300	852	42	343	1227	257
Future Volume (veh/h)	273	391	398	63	160	218	300	852	42	343	1227	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	273	391	398	63	160	218	300	852	30	343	1227	257
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	279	554	531	102	199	428	317	1396	49	381	1279	265
Arrive On Green	0.16	0.15	0.15	0.06	0.06	0.06	0.18	0.40	0.40	0.21	0.43	0.43
Sat Flow, veh/h	1795	3582	1598	1795	3582	1598	1781	3502	123	1795	2953	613
Grp Volume(v), veh/h	273	391	398	63	160	218	300	432	450	343	739	745
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1791	1598	1781	1777	1848	1795	1791	1775
Q Serve(g_s), s	13.6	9.3	13.9	3.1	4.0	5.0	15.0	17.4	17.4	16.7	35.9	36.9
Cycle Q Clear(g_c), s	13.6	9.3	13.9	3.1	4.0	5.0	15.0	17.4	17.4	16.7	35.9	36.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.35
Lane Grp Cap(c), veh/h	279	554	531	102	199	428	317	709	737	381	776	769
V/C Ratio(X)	0.98	0.71	0.75	0.62	0.80	0.51	0.95	0.61	0.61	0.90	0.95	0.97
Avail Cap(c_a), veh/h	279	554	531	120	199	428	317	709	737	439	776	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.8	36.1	26.7	41.5	42.0	27.9	36.6	21.5	21.5	34.5	24.6	24.9
Incr Delay (d2), s/veh	47.4	4.1	5.9	7.1	20.8	1.0	36.7	1.5	1.5	19.5	21.5	24.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	4.3	8.2	1.6	2.3	4.0	9.6	7.2	7.5	9.2	18.8	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.2	40.2	32.6	48.6	62.8	28.9	73.3	23.0	23.0	54.0	46.2	49.7
LnGrp LOS	F	D	C	D	E	C	E	C	C	D	D	D
Approach Vol, veh/h		1062			441			1182			1827	
Approach Delay, s/veh		48.9			44.0			35.8			49.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	39.9	9.1	17.9	20.0	43.0	18.0	9.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.6	33.0	6.0	13.0	16.0	39.0	14.0	5.0
Max Q Clear Time (g_c+I1), s	18.7	19.4	5.1	11.3	17.0	38.9	15.6	6.0
Green Ext Time (p_c), s	0.4	4.8	0.0	0.3	0.0	0.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	112	12	32	72	316	28	656	52	116	244	32
Future Volume (veh/h)	52	112	12	32	72	316	28	656	52	116	244	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	52	112	3	32	72	91	28	656	52	116	244	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	388	287	243	371	291	247	30	1184	94	146	1473	657
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.02	0.36	0.36	0.08	0.42	0.42
Sat Flow, veh/h	1204	1841	1560	1277	1870	1585	1767	3309	262	1739	3469	1547
Grp Volume(v), veh/h	52	112	3	32	72	91	28	349	359	116	244	16
Grp Sat Flow(s),veh/h/ln	1204	1841	1560	1277	1870	1585	1767	1763	1808	1739	1735	1547
Q Serve(g_s), s	1.2	1.6	0.0	0.7	1.0	1.5	0.5	4.7	4.7	2.0	1.3	0.2
Cycle Q Clear(g_c), s	2.2	1.6	0.0	2.3	1.0	1.5	0.5	4.7	4.7	2.0	1.3	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	388	287	243	371	291	247	30	630	647	146	1473	657
V/C Ratio(X)	0.13	0.39	0.01	0.09	0.25	0.37	0.92	0.55	0.55	0.79	0.17	0.02
Avail Cap(c_a), veh/h	887	1050	889	900	1066	904	178	1301	1334	525	3258	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	11.3	10.6	12.4	11.0	11.3	14.6	7.7	7.7	13.4	5.3	5.0
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.1	0.4	0.9	57.7	0.8	0.7	9.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.0	0.2	0.3	0.5	0.6	1.2	1.2	1.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	12.2	10.7	12.5	11.5	12.2	72.3	8.4	8.4	22.7	5.4	5.0
LnGrp LOS	B	B	B	B	B	B	E	A	A	C	A	A
Approach Vol, veh/h		167			195			736			376	
Approach Delay, s/veh		12.1			12.0			10.9			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	14.7		8.6	4.5	16.7		8.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.6	22.0		17.0	3.0	28.0		17.0
Max Q Clear Time (g_c+I1), s	4.0	6.7		4.2	2.5	3.3		4.3
Green Ext Time (p_c), s	0.1	4.0		0.6	0.0	1.6		0.6

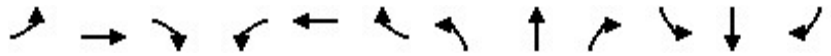
Intersection Summary		
HCM 6th Ctrl Delay		11.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	112	27	32	72	316	43	744	52	116	303	32
Future Volume (veh/h)	52	112	27	32	72	316	43	744	52	116	303	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	52	112	18	32	72	91	43	744	52	116	303	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	371	282	239	351	286	242	49	1281	89	147	1526	681
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.38	0.38	0.08	0.44	0.44
Sat Flow, veh/h	1204	1841	1560	1260	1870	1585	1767	3343	234	1739	3469	1547
Grp Volume(v), veh/h	52	112	18	32	72	91	43	392	404	116	303	16
Grp Sat Flow(s),veh/h/ln	1204	1841	1560	1260	1870	1585	1767	1763	1814	1739	1735	1547
Q Serve(g_s), s	1.3	1.7	0.3	0.7	1.1	1.6	0.8	5.6	5.6	2.1	1.7	0.2
Cycle Q Clear(g_c), s	2.3	1.7	0.3	2.5	1.1	1.6	0.8	5.6	5.6	2.1	1.7	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	371	282	239	351	286	242	49	676	695	147	1526	681
V/C Ratio(X)	0.14	0.40	0.08	0.09	0.25	0.38	0.88	0.58	0.58	0.79	0.20	0.02
Avail Cap(c_a), veh/h	796	931	789	796	946	802	279	1282	1319	495	2962	1321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	12.1	11.5	13.2	11.8	12.0	15.3	7.7	7.7	14.2	5.4	5.0
Incr Delay (d2), s/veh	0.2	0.9	0.1	0.1	0.5	1.0	35.4	0.8	0.8	9.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.1	0.2	0.4	0.5	0.7	1.4	1.5	1.0	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	13.0	11.6	13.3	12.3	13.0	50.8	8.5	8.5	23.3	5.5	5.0
LnGrp LOS	B	B	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h		182			195			839			435	
Approach Delay, s/veh		12.9			12.8			10.7			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	16.1		8.8	4.9	17.9		8.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	9.6	23.0		16.0	5.0	27.0		16.0
Max Q Clear Time (g_c+I1), s	4.1	7.6		4.3	2.8	3.7		4.5
Green Ext Time (p_c), s	0.1	4.5		0.6	0.0	2.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	112	15	35	73	349	36	977	57	130	373	42
Future Volume (veh/h)	72	112	15	35	73	349	36	977	57	130	373	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	72	112	6	35	73	124	36	977	57	130	373	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	330	288	244	318	293	248	41	1472	86	166	1760	785
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.02	0.43	0.43	0.10	0.51	0.51
Sat Flow, veh/h	1167	1841	1560	1274	1870	1585	1767	3385	197	1739	3469	1547
Grp Volume(v), veh/h	72	112	6	35	73	124	36	509	525	130	373	26
Grp Sat Flow(s),veh/h/ln	1167	1841	1560	1274	1870	1585	1767	1763	1820	1739	1735	1547
Q Serve(g_s), s	2.2	2.1	0.1	1.0	1.3	2.7	0.8	8.8	8.8	2.8	2.3	0.3
Cycle Q Clear(g_c), s	3.5	2.1	0.1	3.1	1.3	2.7	0.8	8.8	8.8	2.8	2.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	330	288	244	318	293	248	41	767	792	166	1760	785
V/C Ratio(X)	0.22	0.39	0.02	0.11	0.25	0.50	0.88	0.66	0.66	0.78	0.21	0.03
Avail Cap(c_a), veh/h	604	720	610	617	732	620	230	1150	1187	363	2534	1130
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	14.5	13.7	15.9	14.2	14.8	18.7	8.6	8.6	16.9	5.2	4.7
Incr Delay (d2), s/veh	0.3	0.9	0.0	0.2	0.4	1.6	40.1	1.0	1.0	7.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	0.0	0.3	0.5	0.9	0.7	2.4	2.5	1.3	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	15.4	13.7	16.1	14.6	16.4	58.7	9.6	9.6	24.7	5.3	4.7
LnGrp LOS	B	B	B	B	B	B	E	A	A	C	A	A
Approach Vol, veh/h		190			232			1070			529	
Approach Delay, s/veh		15.6			15.8			11.2			10.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.7	20.7		10.0	4.9	23.4		10.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	3.6	25.0		15.0	5.0	28.0		15.0
Max Q Clear Time (g_c+I1), s	4.8	10.8		5.5	2.8	4.3		5.1
Green Ext Time (p_c), s	0.1	5.9		0.5	0.0	2.6		0.6

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	112	30	35	73	349	51	1065	57	130	432	42
Future Volume (veh/h)	72	112	30	35	73	349	51	1065	57	130	432	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	72	112	21	35	73	124	51	1065	57	130	432	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	317	283	240	302	287	243	61	1548	83	166	1791	799
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.45	0.45	0.10	0.52	0.52
Sat Flow, veh/h	1167	1841	1560	1257	1870	1585	1767	3403	182	1739	3469	1547
Grp Volume(v), veh/h	72	112	21	35	73	124	51	551	571	130	432	26
Grp Sat Flow(s),veh/h/ln	1167	1841	1560	1257	1870	1585	1767	1763	1823	1739	1735	1547
Q Serve(g_s), s	2.3	2.2	0.5	1.0	1.4	2.9	1.2	10.1	10.1	3.0	2.8	0.3
Cycle Q Clear(g_c), s	3.7	2.2	0.5	3.3	1.4	2.9	1.2	10.1	10.1	3.0	2.8	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	317	283	240	302	287	243	61	802	829	166	1791	799
V/C Ratio(X)	0.23	0.40	0.09	0.12	0.25	0.51	0.84	0.69	0.69	0.78	0.24	0.03
Avail Cap(c_a), veh/h	540	635	538	542	646	547	261	1130	1169	343	2395	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	15.5	14.7	16.9	15.1	15.8	19.5	8.8	8.8	17.9	5.4	4.8
Incr Delay (d2), s/veh	0.4	0.9	0.2	0.2	0.5	1.6	25.2	1.1	1.0	7.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.2	0.3	0.5	1.0	0.8	2.9	2.9	1.4	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	16.4	14.9	17.1	15.6	17.4	44.7	9.8	9.8	25.7	5.5	4.8
LnGrp LOS	B	B	B	B	B	B	D	A	A	C	A	A
Approach Vol, veh/h		205			232			1173			588	
Approach Delay, s/veh		16.5			16.8			11.3			9.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.9	22.4		10.2	5.4	24.9		10.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	8.6	26.0		14.0	6.0	28.0		14.0
Max Q Clear Time (g_c+I1), s	5.0	12.1		5.7	3.2	4.8		5.3
Green Ext Time (p_c), s	0.1	6.4		0.5	0.0	3.0		0.6

Intersection Summary		
HCM 6th Ctrl Delay		12.0
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	112	29	48	73	453	64	1454	84	154	614	48
Future Volume (veh/h)	79	112	29	48	73	453	64	1454	84	154	614	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	79	112	20	48	73	228	64	1454	84	154	614	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	286	334	283	291	339	288	80	1679	97	187	1936	863
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.05	0.50	0.50	0.11	0.56	0.56
Sat Flow, veh/h	1061	1841	1560	1258	1870	1585	1767	3388	195	1739	3469	1547
Grp Volume(v), veh/h	79	112	20	48	73	228	64	754	784	154	614	32
Grp Sat Flow(s),veh/h/ln	1061	1841	1560	1258	1870	1585	1767	1763	1820	1739	1735	1547
Q Serve(g_s), s	3.8	3.0	0.6	1.9	1.9	7.7	2.0	21.0	21.3	4.8	5.3	0.5
Cycle Q Clear(g_c), s	5.7	3.0	0.6	4.9	1.9	7.7	2.0	21.0	21.3	4.8	5.3	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	286	334	283	291	339	288	80	874	902	187	1936	863
V/C Ratio(X)	0.28	0.34	0.07	0.17	0.22	0.79	0.80	0.86	0.87	0.82	0.32	0.04
Avail Cap(c_a), veh/h	341	429	364	356	436	370	190	917	947	187	1936	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	19.9	18.9	22.0	19.4	21.8	26.3	12.4	12.4	24.3	6.6	5.6
Incr Delay (d2), s/veh	0.5	0.6	0.1	0.3	0.3	8.7	16.4	8.3	8.4	24.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.2	0.2	0.6	0.8	3.3	1.2	8.5	8.9	3.1	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.4	20.5	19.0	22.3	19.7	30.6	42.7	20.7	20.9	48.9	6.7	5.6
LnGrp LOS	C	C	B	C	B	C	D	C	C	D	A	A
Approach Vol, veh/h		211			349			1602			800	
Approach Delay, s/veh		21.0			27.2			21.6			14.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	31.6		14.1	6.5	35.1		14.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	29.0		13.0	6.0	29.0		13.0
Max Q Clear Time (g_c+I1), s	6.9	23.3		7.7	4.0	7.3		9.7
Green Ext Time (p_c), s	0.0	4.4		0.4	0.0	4.4		0.4

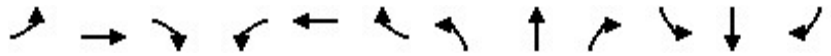
Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	112	44	48	73	453	79	1542	84	154	673	48
Future Volume (veh/h)	79	112	44	48	73	453	79	1542	84	154	673	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	79	112	35	48	73	228	79	1542	84	154	673	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	279	328	278	280	333	282	101	1728	94	182	1928	860
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.06	0.51	0.51	0.10	0.56	0.56
Sat Flow, veh/h	1061	1841	1560	1241	1870	1585	1767	3401	184	1739	3469	1547
Grp Volume(v), veh/h	79	112	35	48	73	228	79	796	830	154	673	32
Grp Sat Flow(s),veh/h/ln	1061	1841	1560	1241	1870	1585	1767	1763	1822	1739	1735	1547
Q Serve(g_s), s	3.9	3.1	1.1	2.0	1.9	7.9	2.5	23.2	23.6	5.0	6.1	0.5
Cycle Q Clear(g_c), s	5.9	3.1	1.1	5.1	1.9	7.9	2.5	23.2	23.6	5.0	6.1	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	279	328	278	280	333	282	101	896	926	182	1928	860
V/C Ratio(X)	0.28	0.34	0.13	0.17	0.22	0.81	0.78	0.89	0.90	0.85	0.35	0.04
Avail Cap(c_a), veh/h	312	385	326	319	391	331	216	922	953	182	1928	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	20.6	19.8	22.9	20.2	22.6	26.7	12.7	12.7	25.2	7.0	5.8
Incr Delay (d2), s/veh	0.5	0.6	0.2	0.3	0.3	12.0	12.5	10.5	10.8	29.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.3	0.4	0.6	0.8	3.7	1.4	9.8	10.4	3.4	1.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	21.2	20.0	23.1	20.5	34.6	39.2	23.1	23.6	54.5	7.1	5.8
LnGrp LOS	C	C	C	C	C	C	D	C	C	D	A	A
Approach Vol, veh/h		226			349			1705			859	
Approach Delay, s/veh		21.7			30.1			24.1			15.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	33.2		14.2	7.3	35.9		14.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.0	30.0		12.0	7.0	29.0		12.0
Max Q Clear Time (g_c+I1), s	7.9	25.6		7.9	4.5	8.1		9.9
Green Ext Time (p_c), s	0.0	3.6		0.4	0.0	4.8		0.3

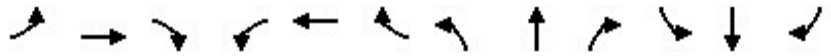
Intersection Summary		
HCM 6th Ctrl Delay	22.3	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	76	36	20	96	224	16	408	36	196	620	72
Future Volume (veh/h)	48	76	36	20	96	224	16	408	36	196	620	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	48	76	5	20	96	32	16	408	36	196	620	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	395	274	232	415	276	234	17	849	75	267	1419	633
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.26	0.26	0.15	0.40	0.40
Sat Flow, veh/h	1252	1856	1572	1317	1870	1585	1781	3305	290	1795	3582	1598
Grp Volume(v), veh/h	48	76	5	20	96	32	16	219	225	196	620	40
Grp Sat Flow(s),veh/h/ln	1252	1856	1572	1317	1870	1585	1781	1777	1818	1795	1791	1598
Q Serve(g_s), s	1.0	1.0	0.1	0.4	1.2	0.5	0.2	2.8	2.8	2.8	3.4	0.4
Cycle Q Clear(g_c), s	2.2	1.0	0.1	1.3	1.2	0.5	0.2	2.8	2.8	2.8	3.4	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	395	274	232	415	276	234	17	456	467	267	1419	633
V/C Ratio(X)	0.12	0.28	0.02	0.05	0.35	0.14	0.96	0.48	0.48	0.73	0.44	0.06
Avail Cap(c_a), veh/h	910	1037	878	956	1045	886	199	1125	1151	1070	4002	1785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	10.2	9.8	10.8	10.3	10.0	13.3	8.5	8.5	10.9	5.9	5.0
Incr Delay (d2), s/veh	0.1	0.5	0.0	0.0	0.7	0.3	90.7	0.8	0.8	3.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.0	0.1	0.4	0.1	0.5	0.8	0.8	1.1	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	10.7	9.8	10.8	11.0	10.2	104.0	9.2	9.2	14.8	6.1	5.1
LnGrp LOS	B	B	A	B	B	B	F	A	A	B	A	A
Approach Vol, veh/h		129			148			460			856	
Approach Delay, s/veh		10.9			10.8			12.5			8.1	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	10.9		8.0	4.3	14.6		8.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	17.0		15.0	3.0	30.0		15.0
Max Q Clear Time (g_c+I1), s	4.2	4.8		4.2	2.2	5.4		3.3
Green Ext Time (p_c), s	0.4	2.1		0.3	0.0	4.6		0.4

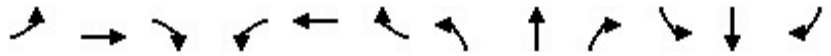
Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	76	58	20	96	224	36	493	36	196	731	72
Future Volume (veh/h)	48	76	58	20	96	224	36	493	36	196	731	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	48	76	27	20	96	32	36	493	36	196	731	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	380	277	235	396	279	236	40	959	70	265	1471	656
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.29	0.29	0.15	0.41	0.41
Sat Flow, veh/h	1252	1856	1572	1291	1870	1585	1781	3359	245	1795	3582	1598
Grp Volume(v), veh/h	48	76	27	20	96	32	36	260	269	196	731	40
Grp Sat Flow(s),veh/h/ln	1252	1856	1572	1291	1870	1585	1781	1777	1826	1795	1791	1598
Q Serve(g_s), s	1.0	1.0	0.4	0.4	1.3	0.5	0.6	3.5	3.5	3.0	4.3	0.4
Cycle Q Clear(g_c), s	2.4	1.0	0.4	1.4	1.3	0.5	0.6	3.5	3.5	3.0	4.3	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	380	277	235	396	279	236	40	507	521	265	1471	656
V/C Ratio(X)	0.13	0.27	0.12	0.05	0.34	0.14	0.90	0.51	0.52	0.74	0.50	0.06
Avail Cap(c_a), veh/h	803	904	766	833	911	772	310	1175	1207	937	3614	1612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	10.8	10.6	11.5	11.0	10.6	14.0	8.6	8.6	11.7	6.3	5.1
Incr Delay (d2), s/veh	0.1	0.5	0.2	0.1	0.7	0.3	43.9	0.8	0.8	4.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.1	0.1	0.5	0.1	0.7	1.0	1.0	1.2	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	11.4	10.8	11.5	11.7	10.9	57.9	9.4	9.4	15.7	6.5	5.2
LnGrp LOS	B	B	B	B	B	B	E	A	A	B	A	A
Approach Vol, veh/h		151			148			565			967	
Approach Delay, s/veh		11.5			11.5			12.5			8.3	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	12.2		8.3	4.6	15.8		8.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.0	19.0		14.0	5.0	29.0		14.0
Max Q Clear Time (g_c+I1), s	5.0	5.5		4.4	2.6	6.3		3.4
Green Ext Time (p_c), s	0.4	2.7		0.4	0.0	5.4		0.4

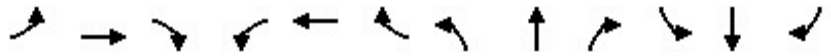
Intersection Summary		
HCM 6th Ctrl Delay		10.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	77	45	25	97	266	22	671	42	254	1019	128
Future Volume (veh/h)	97	77	45	25	97	266	22	671	42	254	1019	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	97	77	14	25	97	74	22	671	42	254	1019	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	356	335	284	382	338	286	24	1058	66	335	1735	774
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.01	0.31	0.31	0.19	0.48	0.48
Sat Flow, veh/h	1204	1856	1572	1306	1870	1585	1781	3397	212	1795	3582	1598
Grp Volume(v), veh/h	97	77	14	25	97	74	22	351	362	254	1019	96
Grp Sat Flow(s),veh/h/ln	1204	1856	1572	1306	1870	1585	1781	1777	1832	1795	1791	1598
Q Serve(g_s), s	2.8	1.3	0.3	0.6	1.7	1.5	0.5	6.3	6.3	5.0	7.7	1.2
Cycle Q Clear(g_c), s	4.5	1.3	0.3	1.9	1.7	1.5	0.5	6.3	6.3	5.0	7.7	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	356	335	284	382	338	286	24	554	571	335	1735	774
V/C Ratio(X)	0.27	0.23	0.05	0.07	0.29	0.26	0.92	0.63	0.63	0.76	0.59	0.12
Avail Cap(c_a), veh/h	558	646	548	601	651	552	143	904	932	769	3070	1369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	13.1	12.6	13.9	13.2	13.1	18.4	11.0	11.0	14.4	6.9	5.3
Incr Delay (d2), s/veh	0.4	0.3	0.1	0.1	0.5	0.5	65.6	1.2	1.2	3.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.1	0.2	0.6	0.5	0.6	2.0	2.1	2.0	1.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	13.4	12.7	14.0	13.7	13.6	84.0	12.2	12.2	17.9	7.3	5.3
LnGrp LOS	B	B	B	B	B	B	F	B	B	B	A	A
Approach Vol, veh/h		188			196			735			1369	
Approach Delay, s/veh		14.5			13.7			14.4			9.1	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	15.6		10.7	4.5	22.1		10.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	19.0		13.0	3.0	32.0		13.0
Max Q Clear Time (g_c+I1), s	7.0	8.3		6.5	2.5	9.7		3.9
Green Ext Time (p_c), s	0.5	3.3		0.4	0.0	8.2		0.5

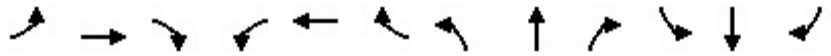
Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	77	67	25	97	266	42	756	42	254	1130	128
Future Volume (veh/h)	97	77	67	25	97	266	42	756	42	254	1130	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	97	77	36	25	97	74	42	756	42	254	1130	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	338	329	279	360	332	281	49	1165	65	331	1781	794
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.34	0.34	0.18	0.50	0.50
Sat Flow, veh/h	1204	1856	1572	1280	1870	1585	1781	3423	190	1795	3582	1598
Grp Volume(v), veh/h	97	77	36	25	97	74	42	392	406	254	1130	96
Grp Sat Flow(s),veh/h/ln	1204	1856	1572	1280	1870	1585	1781	1777	1836	1795	1791	1598
Q Serve(g_s), s	3.1	1.4	0.8	0.7	1.8	1.6	0.9	7.5	7.5	5.4	9.3	1.3
Cycle Q Clear(g_c), s	4.9	1.4	0.8	2.1	1.8	1.6	0.9	7.5	7.5	5.4	9.3	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	338	329	279	360	332	281	49	605	625	331	1781	794
V/C Ratio(X)	0.29	0.23	0.13	0.07	0.29	0.26	0.86	0.65	0.65	0.77	0.63	0.12
Avail Cap(c_a), veh/h	483	553	468	514	557	472	221	882	911	713	2756	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	14.2	14.0	15.1	14.4	14.3	19.5	11.3	11.3	15.6	7.4	5.4
Incr Delay (d2), s/veh	0.5	0.4	0.2	0.1	0.5	0.5	31.8	1.2	1.1	3.7	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.5	0.2	0.2	0.7	0.5	0.8	2.5	2.5	2.2	2.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	14.6	14.2	15.2	14.9	14.8	51.4	12.4	12.4	19.3	7.8	5.5
LnGrp LOS	B	B	B	B	B	B	D	B	B	B	A	A
Approach Vol, veh/h		210			196			840			1480	
Approach Delay, s/veh		15.6			14.9			14.4			9.6	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.4	17.7		11.2	5.1	24.0		11.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	20.0		12.0	5.0	31.0		12.0
Max Q Clear Time (g_c+I1), s	7.4	9.5		6.9	2.9	11.3		4.1
Green Ext Time (p_c), s	0.5	3.7		0.4	0.0	8.7		0.5

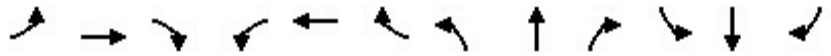
Intersection Summary		
HCM 6th Ctrl Delay	11.9	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	77	80	58	97	292	47	1082	65	351	1603	146
Future Volume (veh/h)	115	77	80	58	97	292	47	1082	65	351	1603	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	115	77	49	58	97	100	47	1082	65	351	1603	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	253	275	233	275	278	235	57	1360	82	412	2138	953
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.03	0.40	0.40	0.23	0.60	0.60
Sat Flow, veh/h	1176	1856	1572	1265	1870	1585	1781	3406	205	1795	3582	1598
Grp Volume(v), veh/h	115	77	49	58	97	100	47	564	583	351	1603	114
Grp Sat Flow(s),veh/h/ln	1176	1856	1572	1265	1870	1585	1781	1777	1834	1795	1791	1598
Q Serve(g_s), s	5.2	2.0	1.5	2.3	2.5	3.1	1.4	15.1	15.1	10.1	17.6	1.7
Cycle Q Clear(g_c), s	7.8	2.0	1.5	4.3	2.5	3.1	1.4	15.1	15.1	10.1	17.6	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	253	275	233	275	278	235	57	710	732	412	2138	953
V/C Ratio(X)	0.45	0.28	0.21	0.21	0.35	0.42	0.82	0.80	0.80	0.85	0.75	0.12
Avail Cap(c_a), veh/h	253	275	233	275	278	235	99	824	851	500	2460	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	20.4	20.2	22.3	20.6	20.9	25.9	14.2	14.2	19.9	7.9	4.7
Incr Delay (d2), s/veh	1.3	0.5	0.4	0.4	0.7	1.2	24.5	4.7	4.6	11.4	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.8	0.5	0.7	1.1	1.1	0.9	6.0	6.2	5.1	4.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	20.9	20.6	22.7	21.4	22.1	50.4	19.0	18.9	31.3	9.1	4.8
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	A	A
Approach Vol, veh/h		241			255			1194			2068	
Approach Delay, s/veh		23.0			21.9			20.2			12.6	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.4	25.5		12.0	5.7	36.2		12.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.0	25.0		8.0	3.0	37.0		8.0
Max Q Clear Time (g_c+I1), s	12.1	17.1		9.8	3.4	19.6		6.3
Green Ext Time (p_c), s	0.3	4.4		0.0	0.0	11.7		0.2

Intersection Summary		
HCM 6th Ctrl Delay		16.3
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	77	102	58	97	292	67	1167	65	351	1714	146
Future Volume (veh/h)	115	77	102	58	97	292	67	1167	65	351	1714	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	115	77	71	58	97	100	67	1167	65	351	1714	114
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	245	268	227	263	270	229	84	1406	78	410	2120	945
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.05	0.41	0.41	0.23	0.59	0.59
Sat Flow, veh/h	1176	1856	1572	1240	1870	1585	1781	3422	190	1795	3582	1598
Grp Volume(v), veh/h	115	77	71	58	97	100	67	606	626	351	1714	114
Grp Sat Flow(s),veh/h/ln	1176	1856	1572	1240	1870	1585	1781	1777	1836	1795	1791	1598
Q Serve(g_s), s	5.4	2.1	2.2	2.4	2.6	3.2	2.1	16.9	16.9	10.4	20.8	1.7
Cycle Q Clear(g_c), s	8.0	2.1	2.2	4.5	2.6	3.2	2.1	16.9	16.9	10.4	20.8	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	245	268	227	263	270	229	84	730	754	410	2120	945
V/C Ratio(X)	0.47	0.29	0.31	0.22	0.36	0.44	0.80	0.83	0.83	0.86	0.81	0.12
Avail Cap(c_a), veh/h	245	268	227	263	270	229	129	802	829	486	2328	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	21.2	21.2	23.2	21.4	21.6	26.1	14.6	14.6	20.5	8.9	5.0
Incr Delay (d2), s/veh	1.4	0.6	0.8	0.4	0.8	1.3	17.6	6.8	6.6	12.4	2.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.9	0.8	0.7	1.1	1.2	1.2	7.1	7.3	5.3	6.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	21.7	22.0	23.6	22.2	23.0	43.7	21.4	21.2	32.9	10.9	5.0
LnGrp LOS	C	C	C	C	C	C	D	C	C	C	B	A
Approach Vol, veh/h		263			255			1299			2179	
Approach Delay, s/veh		23.9			22.8			22.5			14.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.6	26.8		12.0	6.6	36.8		12.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.6	25.0		8.0	4.0	36.0		8.0
Max Q Clear Time (g_c+I1), s	12.4	18.9		10.0	4.1	22.8		6.5
Green Ext Time (p_c), s	0.3	3.8		0.0	0.0	10.0		0.2

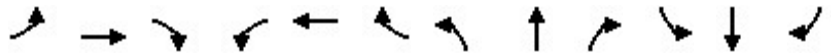
Intersection Summary		
HCM 6th Ctrl Delay	18.0	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	240	156	176	536	236	228	516	44	192	432	188
Future Volume (veh/h)	260	240	156	176	536	236	228	516	44	192	432	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	260	240	38	176	536	62	228	516	44	192	432	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	422	854	381	234	887	395	376	987	83	325	972	302
Arrive On Green	0.12	0.24	0.24	0.13	0.25	0.25	0.11	0.21	0.21	0.10	0.19	0.19
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3428	4759	402	3401	5025	1560
Grp Volume(v), veh/h	260	240	38	176	536	62	228	365	195	192	432	37
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1714	1689	1783	1700	1675	1560
Q Serve(g_s), s	3.5	2.7	0.9	4.7	6.6	1.5	3.1	4.7	4.8	2.7	3.7	1.0
Cycle Q Clear(g_c), s	3.5	2.7	0.9	4.7	6.6	1.5	3.1	4.7	4.8	2.7	3.7	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	422	854	381	234	887	395	376	701	370	325	972	302
V/C Ratio(X)	0.62	0.28	0.10	0.75	0.60	0.16	0.61	0.52	0.53	0.59	0.44	0.12
Avail Cap(c_a), veh/h	1195	1517	677	869	2023	902	1046	1717	906	968	2452	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	15.2	14.5	20.6	16.3	14.4	20.9	17.3	17.3	21.3	17.5	16.4
Incr Delay (d2), s/veh	1.5	0.2	0.1	4.8	0.7	0.2	1.6	0.6	1.2	1.7	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.0	0.3	2.1	2.4	0.5	1.2	1.7	1.9	1.0	1.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	15.4	14.7	25.4	17.0	14.6	22.5	17.9	18.5	23.0	17.8	16.6
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		538			774			788			661	
Approach Delay, s/veh		18.5			18.7			19.4			19.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	14.2	10.5	15.8	9.4	13.5	10.0	16.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	4.6	25.0	24.0	21.0	15.0	24.0	17.0	28.0
Max Q Clear Time (g_c+I1), s	4.7	6.8	6.7	4.7	5.1	5.7	5.5	8.6
Green Ext Time (p_c), s	0.4	3.4	0.4	1.4	0.5	2.9	0.7	3.7

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

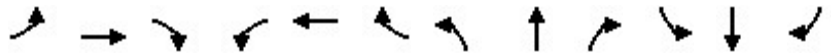


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	244	168	176	540	236	242	590	44	192	479	188
Future Volume (veh/h)	260	244	168	176	540	236	242	590	44	192	479	188
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	260	244	50	176	540	62	242	590	44	192	479	37
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	417	842	375	233	877	391	391	1090	81	318	1034	321
Arrive On Green	0.12	0.24	0.24	0.13	0.25	0.25	0.11	0.23	0.23	0.09	0.21	0.21
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3428	4812	356	3401	5025	1560
Grp Volume(v), veh/h	260	244	50	176	540	62	242	413	221	192	479	37
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1714	1689	1791	1700	1675	1560
Q Serve(g_s), s	3.7	2.9	1.3	4.9	6.9	1.6	3.4	5.5	5.6	2.8	4.3	1.0
Cycle Q Clear(g_c), s	3.7	2.9	1.3	4.9	6.9	1.6	3.4	5.5	5.6	2.8	4.3	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	417	842	375	233	877	391	391	765	406	318	1034	321
V/C Ratio(X)	0.62	0.29	0.13	0.76	0.62	0.16	0.62	0.54	0.55	0.60	0.46	0.12
Avail Cap(c_a), veh/h	1148	1597	713	766	1945	867	1072	1782	945	798	2259	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	16.0	15.4	21.5	17.1	15.1	21.6	17.4	17.5	22.3	17.8	16.5
Incr Delay (d2), s/veh	1.5	0.2	0.2	5.0	0.7	0.2	1.6	0.6	1.1	1.8	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.1	0.4	2.2	2.6	0.5	1.4	2.0	2.2	1.1	1.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	16.2	15.5	26.4	17.8	15.3	23.2	18.0	18.6	24.1	18.2	16.7
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		554			778			876			708	
Approach Delay, s/veh		19.3			19.6			19.6			19.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	15.6	10.7	16.1	9.8	14.5	10.2	16.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	27.0	22.0	23.0	16.0	23.0	17.0	28.0
Max Q Clear Time (g_c+I1), s	4.8	7.6	6.9	4.9	5.4	6.3	5.7	8.9
Green Ext Time (p_c), s	0.3	4.0	0.4	1.5	0.6	3.1	0.7	3.7

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

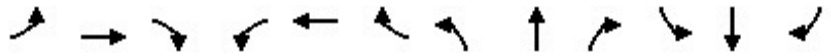
HCM 6th Signalized Intersection Summary
2331: Tres Pinos Rd/Sunnyslope Rd & SR 25



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	314	186	180	691	373	326	771	49	259	542	267
Future Volume (veh/h)	309	314	186	180	691	373	326	771	49	259	542	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	309	314	68	180	691	199	326	771	49	259	542	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	433	979	437	228	989	441	450	1197	76	372	1127	350
Arrive On Green	0.13	0.28	0.28	0.13	0.28	0.28	0.13	0.25	0.25	0.11	0.22	0.22
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3428	4869	308	3401	5025	1560
Grp Volume(v), veh/h	309	314	68	180	691	199	326	534	286	259	542	116
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1714	1689	1800	1700	1675	1560
Q Serve(g_s), s	5.7	4.7	2.2	6.5	11.6	6.9	6.1	9.4	9.5	4.9	6.2	4.1
Cycle Q Clear(g_c), s	5.7	4.7	2.2	6.5	11.6	6.9	6.1	9.4	9.5	4.9	6.2	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	433	979	437	228	989	441	450	830	443	372	1127	350
V/C Ratio(X)	0.71	0.32	0.16	0.79	0.70	0.45	0.73	0.64	0.65	0.70	0.48	0.33
Avail Cap(c_a), veh/h	781	1392	621	483	1553	693	775	1374	732	666	1893	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	19.1	18.2	28.1	21.5	19.8	27.7	22.4	22.4	28.5	22.4	21.6
Incr Delay (d2), s/veh	2.2	0.2	0.2	6.0	0.9	0.7	2.2	0.8	1.6	2.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.8	0.8	3.0	4.6	2.5	2.5	3.6	3.9	2.0	2.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	19.3	18.4	34.0	22.4	20.5	29.9	23.3	24.0	30.8	22.7	22.1
LnGrp LOS	C	B	B	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		691			1070			1146			917	
Approach Delay, s/veh		24.0			24.0			25.3			24.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	20.3	12.5	22.3	12.7	18.9	12.3	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	27.0	18.0	26.0	15.0	25.0	15.0	29.0
Max Q Clear Time (g_c+I1), s	6.9	11.5	8.5	6.7	8.1	8.2	7.7	13.6
Green Ext Time (p_c), s	0.5	4.9	0.3	2.1	0.7	3.8	0.6	4.9

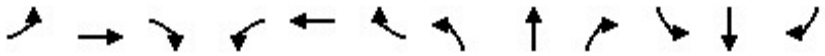
Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	318	198	180	695	373	340	845	49	259	589	267
Future Volume (veh/h)	309	318	198	180	695	373	340	845	49	259	589	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	309	318	80	180	695	199	340	845	49	259	589	116
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	428	968	432	227	980	437	462	1268	73	368	1167	362
Arrive On Green	0.12	0.27	0.27	0.13	0.28	0.28	0.13	0.26	0.26	0.11	0.23	0.23
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3428	4898	283	3401	5025	1560
Grp Volume(v), veh/h	309	318	80	180	695	199	340	582	312	259	589	116
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1714	1689	1805	1700	1675	1560
Q Serve(g_s), s	5.9	4.9	2.7	6.7	12.1	7.1	6.5	10.6	10.6	5.0	7.0	4.2
Cycle Q Clear(g_c), s	5.9	4.9	2.7	6.7	12.1	7.1	6.5	10.6	10.6	5.0	7.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	428	968	432	227	980	437	462	874	467	368	1167	362
V/C Ratio(X)	0.72	0.33	0.19	0.79	0.71	0.46	0.74	0.67	0.67	0.70	0.50	0.32
Avail Cap(c_a), veh/h	755	1346	600	467	1501	669	799	1328	710	644	1756	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	20.0	19.1	29.1	22.4	20.6	28.5	22.8	22.8	29.5	22.9	21.9
Incr Delay (d2), s/veh	2.3	0.2	0.2	6.1	1.0	0.7	2.3	0.9	1.7	2.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.9	0.9	3.1	4.9	2.6	2.7	4.1	4.5	2.1	2.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	20.2	19.4	35.2	23.3	21.3	30.8	23.7	24.5	32.0	23.3	22.4
LnGrp LOS	C	C	B	D	C	C	C	C	C	C	C	C
Approach Vol, veh/h		707			1074			1234			964	
Approach Delay, s/veh		24.9			25.0			25.8			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	21.8	12.8	22.7	13.3	19.9	12.5	22.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	27.0	18.0	26.0	16.0	24.0	15.0	29.0
Max Q Clear Time (g_c+I1), s	7.0	12.6	8.7	6.9	8.5	9.0	7.9	14.1
Green Ext Time (p_c), s	0.4	5.1	0.3	2.2	0.7	3.9	0.6	4.9

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	318	218	208	702	604	379	1261	78	311	754	308
Future Volume (veh/h)	347	318	218	208	702	604	379	1261	78	311	754	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	347	318	100	208	702	430	379	1261	78	311	754	157
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	397	1001	447	245	1083	483	462	1508	93	355	1401	435
Arrive On Green	0.11	0.28	0.28	0.14	0.30	0.30	0.13	0.31	0.31	0.10	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3428	4877	302	3401	5025	1560
Grp Volume(v), veh/h	347	318	100	208	702	430	379	873	466	311	754	157
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1714	1689	1801	1700	1675	1560
Q Serve(g_s), s	9.5	6.8	4.6	10.9	16.4	24.8	10.3	23.1	23.1	8.6	12.2	7.7
Cycle Q Clear(g_c), s	9.5	6.8	4.6	10.9	16.4	24.8	10.3	23.1	23.1	8.6	12.2	7.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	397	1001	447	245	1083	483	462	1044	557	355	1401	435
V/C Ratio(X)	0.87	0.32	0.22	0.85	0.65	0.89	0.82	0.84	0.84	0.88	0.54	0.36
Avail Cap(c_a), veh/h	397	1001	447	372	1150	513	608	1128	602	355	1401	435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	27.1	26.4	40.3	28.9	31.8	40.3	30.8	30.8	42.3	29.3	27.7
Incr Delay (d2), s/veh	19.0	0.2	0.3	10.9	1.2	16.9	6.7	5.3	9.5	21.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.9	1.8	5.5	7.0	11.5	4.7	9.9	11.2	4.6	4.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.7	27.3	26.6	51.2	30.1	48.7	47.0	36.1	40.3	63.3	29.7	28.2
LnGrp LOS	E	C	C	D	C	D	D	D	D	E	C	C
Approach Vol, veh/h		765			1340			1718			1222	
Approach Delay, s/veh		42.4			39.3			39.7			38.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	33.6	17.2	31.0	16.9	30.7	15.0	33.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	20.0	22.0	17.0	25.0	11.0	31.0
Max Q Clear Time (g_c+I1), s	10.6	25.1	12.9	8.8	12.3	14.2	11.5	26.8
Green Ext Time (p_c), s	0.0	4.5	0.3	1.9	0.6	4.3	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	322	230	208	706	604	393	1335	78	311	801	308
Future Volume (veh/h)	347	322	230	208	706	604	393	1335	78	311	801	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	347	322	112	208	706	430	393	1335	78	311	801	157
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	4	4	4
Cap, veh/h	392	975	435	245	1060	473	470	1568	92	350	1438	446
Arrive On Green	0.11	0.27	0.27	0.14	0.30	0.30	0.14	0.32	0.32	0.10	0.29	0.29
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	3428	4895	286	3401	5025	1560
Grp Volume(v), veh/h	347	322	112	208	706	430	393	921	492	311	801	157
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1714	1689	1804	1700	1675	1560
Q Serve(g_s), s	9.6	7.0	5.4	11.1	16.9	25.3	10.8	24.7	24.7	8.8	13.1	7.8
Cycle Q Clear(g_c), s	9.6	7.0	5.4	11.1	16.9	25.3	10.8	24.7	24.7	8.8	13.1	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	392	975	435	245	1060	473	470	1082	578	350	1438	446
V/C Ratio(X)	0.89	0.33	0.26	0.85	0.67	0.91	0.84	0.85	0.85	0.89	0.56	0.35
Avail Cap(c_a), veh/h	392	975	435	367	1099	490	565	1148	613	350	1438	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	28.1	27.5	40.9	29.8	32.8	40.8	30.8	30.8	43.0	29.4	27.5
Incr Delay (d2), s/veh	20.8	0.2	0.3	11.4	1.5	20.5	9.1	6.0	10.6	22.9	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	3.0	2.0	5.6	7.3	12.1	5.1	10.7	12.1	4.8	5.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	28.3	27.8	52.3	31.3	53.3	49.9	36.8	41.4	65.9	29.9	28.0
LnGrp LOS	E	C	C	D	C	D	D	D	D	E	C	C
Approach Vol, veh/h		781			1344			1806			1269	
Approach Delay, s/veh		43.7			41.6			40.9			38.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	35.1	17.3	30.6	17.3	31.8	15.0	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	33.0	20.0	21.0	16.0	27.0	11.0	30.0
Max Q Clear Time (g_c+I1), s	10.8	26.7	13.1	9.0	12.8	15.1	11.6	27.3
Green Ext Time (p_c), s	0.0	4.4	0.3	1.9	0.5	4.8	0.0	1.6

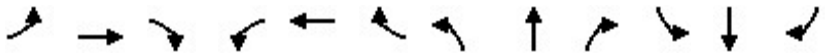
Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	368	172	144	308	128	204	448	100	236	712	204
Future Volume (veh/h)	192	368	172	144	308	128	204	448	100	236	712	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	192	368	34	144	308	29	204	448	100	236	712	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	333	655	292	193	697	311	349	1083	235	396	1386	430
Arrive On Green	0.10	0.18	0.18	0.11	0.19	0.19	0.10	0.26	0.26	0.11	0.27	0.27
Sat Flow, veh/h	3483	3582	1598	1795	3582	1598	3483	4232	919	3483	5147	1598
Grp Volume(v), veh/h	192	368	34	144	308	29	204	361	187	236	712	55
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1795	1791	1598	1742	1716	1720	1742	1716	1598
Q Serve(g_s), s	2.5	4.4	0.8	3.7	3.6	0.7	2.6	4.1	4.3	3.0	5.5	1.2
Cycle Q Clear(g_c), s	2.5	4.4	0.8	3.7	3.6	0.7	2.6	4.1	4.3	3.0	5.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	333	655	292	193	697	311	349	878	440	396	1386	430
V/C Ratio(X)	0.58	0.56	0.12	0.75	0.44	0.09	0.58	0.41	0.43	0.60	0.51	0.13
Avail Cap(c_a), veh/h	1037	1676	747	764	2133	951	1037	1897	951	1185	3065	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	17.5	16.0	20.4	16.7	15.5	20.2	14.6	14.6	19.8	14.6	13.0
Incr Delay (d2), s/veh	1.6	0.8	0.2	5.7	0.4	0.1	1.5	0.3	0.7	1.4	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.7	0.3	1.7	1.3	0.2	1.0	1.4	1.5	1.2	1.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	18.3	16.2	26.0	17.1	15.7	21.8	14.9	15.3	21.2	14.9	13.1
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		594			481			752			1003	
Approach Delay, s/veh		19.3			19.7			16.8			16.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	16.0	9.1	12.6	8.7	16.7	8.5	13.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.6	26.0	20.0	22.0	14.0	28.0	14.0	28.0
Max Q Clear Time (g_c+I1), s	5.0	6.3	5.7	6.4	4.6	7.5	4.5	5.6
Green Ext Time (p_c), s	0.6	3.5	0.3	2.2	0.4	5.1	0.4	2.0

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

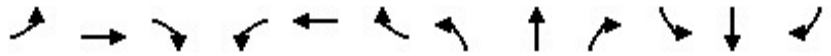


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	374	191	144	313	128	221	516	100	236	804	204
Future Volume (veh/h)	192	374	191	144	313	128	221	516	100	236	804	204
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	192	374	53	144	313	29	221	516	100	236	804	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	323	638	284	192	688	307	365	1238	235	388	1501	466
Arrive On Green	0.09	0.18	0.18	0.11	0.19	0.19	0.10	0.29	0.29	0.11	0.29	0.29
Sat Flow, veh/h	3483	3582	1598	1795	3582	1598	3483	4344	824	3483	5147	1598
Grp Volume(v), veh/h	192	374	53	144	313	29	221	405	211	236	804	55
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1795	1791	1598	1742	1716	1737	1742	1716	1598
Q Serve(g_s), s	2.7	4.8	1.4	3.9	3.9	0.8	3.0	4.8	5.0	3.2	6.6	1.3
Cycle Q Clear(g_c), s	2.7	4.8	1.4	3.9	3.9	0.8	3.0	4.8	5.0	3.2	6.6	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	323	638	284	192	688	307	365	978	495	388	1501	466
V/C Ratio(X)	0.59	0.59	0.19	0.75	0.45	0.09	0.61	0.41	0.43	0.61	0.54	0.12
Avail Cap(c_a), veh/h	832	1427	636	679	1926	859	971	1981	1003	1110	3177	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	18.9	17.5	21.8	18.0	16.7	21.5	14.6	14.6	21.3	14.9	13.0
Incr Delay (d2), s/veh	1.7	0.9	0.3	5.8	0.5	0.1	1.6	0.3	0.6	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	0.5	1.8	1.5	0.3	1.2	1.7	1.8	1.3	2.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	19.8	17.9	27.6	18.4	16.8	23.1	14.8	15.2	22.8	15.2	13.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		619			486			837			1095	
Approach Delay, s/veh		20.8			21.0			17.1			16.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	18.3	9.4	12.9	9.3	18.6	8.7	13.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.6	29.0	19.0	20.0	14.0	31.0	12.0	27.0
Max Q Clear Time (g_c+I1), s	5.2	7.0	5.9	6.8	5.0	8.6	4.7	5.9
Green Ext Time (p_c), s	0.6	4.1	0.3	2.1	0.5	6.1	0.3	2.0

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B

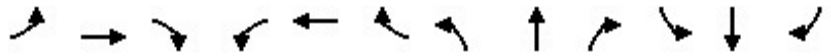
HCM 6th Signalized Intersection Summary
2331: Tres Pinos Rd/Sunnyslope Rd & SR 25



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	532	243	151	473	228	375	608	105	440	1125	278
Future Volume (veh/h)	285	532	243	151	473	228	375	608	105	440	1125	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	285	532	105	151	473	129	375	608	105	440	1125	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	394	738	329	193	717	320	498	1322	225	571	1644	510
Arrive On Green	0.11	0.21	0.21	0.11	0.20	0.20	0.14	0.30	0.30	0.16	0.32	0.32
Sat Flow, veh/h	3483	3582	1598	1795	3582	1598	3483	4427	753	3483	5147	1598
Grp Volume(v), veh/h	285	532	105	151	473	129	375	469	244	440	1125	129
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1795	1791	1598	1742	1716	1750	1742	1716	1598
Q Serve(g_s), s	5.6	9.9	4.0	5.9	8.7	5.0	7.4	7.9	8.1	8.6	13.6	4.3
Cycle Q Clear(g_c), s	5.6	9.9	4.0	5.9	8.7	5.0	7.4	7.9	8.1	8.6	13.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	394	738	329	193	717	320	498	1024	522	571	1644	510
V/C Ratio(X)	0.72	0.72	0.32	0.78	0.66	0.40	0.75	0.46	0.47	0.77	0.68	0.25
Avail Cap(c_a), veh/h	634	1104	493	377	1205	537	830	1346	686	927	2163	672
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	26.4	24.1	31.1	26.3	24.8	29.4	20.3	20.4	28.5	21.1	18.0
Incr Delay (d2), s/veh	2.5	1.3	0.6	6.9	1.0	0.8	2.3	0.3	0.7	2.2	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.2	1.5	2.8	3.6	1.9	3.1	3.0	3.2	3.6	5.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	27.8	24.6	37.9	27.4	25.7	31.7	20.7	21.1	30.8	21.7	18.2
LnGrp LOS	C	C	C	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		922			753			1088			1694	
Approach Delay, s/veh		29.1			29.2			24.5			23.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	25.3	11.7	18.7	14.2	26.8	12.1	18.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	28.0	15.0	22.0	17.0	30.0	13.0	24.0
Max Q Clear Time (g_c+I1), s	10.6	10.1	7.9	11.9	9.4	15.6	7.6	10.7
Green Ext Time (p_c), s	1.1	4.5	0.2	2.8	0.8	7.2	0.5	3.0

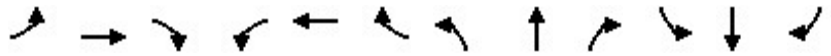
Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	538	262	151	478	228	392	676	105	440	1217	278
Future Volume (veh/h)	285	538	262	151	478	228	392	676	105	440	1217	278
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	285	538	124	151	478	129	392	676	105	440	1217	129
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	388	722	322	191	705	315	504	1433	220	562	1725	536
Arrive On Green	0.11	0.20	0.20	0.11	0.20	0.20	0.14	0.32	0.32	0.16	0.34	0.34
Sat Flow, veh/h	3483	3582	1598	1795	3582	1598	3483	4500	691	3483	5147	1598
Grp Volume(v), veh/h	285	538	124	151	478	129	392	514	267	440	1217	129
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1795	1791	1598	1742	1716	1761	1742	1716	1598
Q Serve(g_s), s	6.0	10.7	5.1	6.2	9.3	5.3	8.2	9.1	9.2	9.2	15.5	4.4
Cycle Q Clear(g_c), s	6.0	10.7	5.1	6.2	9.3	5.3	8.2	9.1	9.2	9.2	15.5	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	388	722	322	191	705	315	504	1093	561	562	1725	536
V/C Ratio(X)	0.74	0.74	0.38	0.79	0.68	0.41	0.78	0.47	0.48	0.78	0.71	0.24
Avail Cap(c_a), veh/h	600	996	444	357	1091	487	738	1318	676	876	2181	677
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	28.3	26.1	32.9	28.1	26.5	31.1	20.6	20.7	30.4	21.9	18.2
Incr Delay (d2), s/veh	2.7	2.0	0.8	7.1	1.2	0.9	3.2	0.3	0.6	2.5	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.6	1.9	3.0	4.0	2.0	3.5	3.5	3.7	3.9	6.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	30.3	26.8	40.0	29.3	27.4	34.3	20.9	21.3	32.8	22.6	18.4
LnGrp LOS	D	C	C	D	C	C	C	C	C	C	C	B
Approach Vol, veh/h		947			758			1173			1786	
Approach Delay, s/veh		31.3			31.1			25.5			24.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	28.1	12.0	19.2	14.9	29.3	12.4	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	29.0	15.0	21.0	16.0	32.0	13.0	23.0
Max Q Clear Time (g_c+I1), s	11.2	11.2	8.2	12.7	10.2	17.5	8.0	11.3
Green Ext Time (p_c), s	1.0	4.9	0.2	2.6	0.7	7.8	0.4	2.8

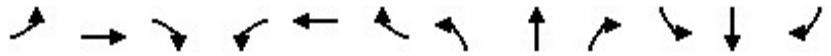
Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	544	309	209	480	313	426	966	136	679	1700	334
Future Volume (veh/h)	341	544	309	209	480	313	426	966	136	679	1700	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	341	544	171	209	480	214	426	966	136	679	1700	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	409	616	275	242	678	302	492	1413	198	760	1991	618
Arrive On Green	0.12	0.17	0.17	0.13	0.19	0.19	0.14	0.31	0.31	0.22	0.39	0.39
Sat Flow, veh/h	3483	3582	1598	1795	3582	1598	3483	4561	640	3483	5147	1598
Grp Volume(v), veh/h	341	544	171	209	480	214	426	726	376	679	1700	185
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1795	1791	1598	1742	1716	1770	1742	1716	1598
Q Serve(g_s), s	9.3	14.4	9.6	11.0	12.2	12.1	11.6	17.9	18.0	18.3	29.3	7.8
Cycle Q Clear(g_c), s	9.3	14.4	9.6	11.0	12.2	12.1	11.6	17.9	18.0	18.3	29.3	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	409	616	275	242	678	302	492	1063	549	760	1991	618
V/C Ratio(X)	0.83	0.88	0.62	0.86	0.71	0.71	0.87	0.68	0.69	0.89	0.85	0.30
Avail Cap(c_a), veh/h	432	629	280	260	703	313	503	1063	549	827	2072	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	39.2	37.2	41.0	36.8	36.8	40.7	29.3	29.3	36.8	27.2	20.6
Incr Delay (d2), s/veh	12.6	13.8	4.1	23.7	3.2	6.9	14.5	1.8	3.5	11.5	3.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	7.4	4.0	6.4	5.5	5.3	5.9	7.5	8.0	8.9	12.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	53.0	41.3	64.7	39.9	43.6	55.2	31.1	32.8	48.3	30.8	20.9
LnGrp LOS	D	D	D	E	D	D	E	C	C	D	C	C
Approach Vol, veh/h		1056			903			1528			2564	
Approach Delay, s/veh		51.6			46.5			38.2			34.7	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	34.0	17.1	20.7	17.7	41.5	15.4	22.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.6	30.0	14.0	17.0	14.0	39.0	12.0	19.0
Max Q Clear Time (g_c+I1), s	20.3	20.0	13.0	16.4	13.6	31.3	11.3	14.2
Green Ext Time (p_c), s	0.8	5.1	0.1	0.3	0.1	6.2	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	550	328	209	485	313	443	1034	136	679	1792	334
Future Volume (veh/h)	341	550	328	209	485	313	443	1034	136	679	1792	334
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	341	550	190	209	485	214	443	1034	136	679	1792	185
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	408	616	275	242	679	303	510	1438	189	758	1973	613
Arrive On Green	0.12	0.17	0.17	0.13	0.19	0.19	0.15	0.31	0.31	0.22	0.38	0.38
Sat Flow, veh/h	3483	3582	1598	1795	3582	1598	3483	4603	604	3483	5147	1598
Grp Volume(v), veh/h	341	550	190	209	485	214	443	770	400	679	1792	185
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1795	1791	1598	1742	1716	1776	1742	1716	1598
Q Serve(g_s), s	9.4	14.7	10.9	11.2	12.4	12.3	12.2	19.5	19.5	18.5	32.2	7.9
Cycle Q Clear(g_c), s	9.4	14.7	10.9	11.2	12.4	12.3	12.2	19.5	19.5	18.5	32.2	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	408	616	275	242	679	303	510	1072	555	758	1973	613
V/C Ratio(X)	0.84	0.89	0.69	0.87	0.71	0.71	0.87	0.72	0.72	0.90	0.91	0.30
Avail Cap(c_a), veh/h	427	622	278	257	695	310	534	1072	555	819	1998	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.3	39.6	38.1	41.5	37.2	37.1	40.8	29.8	29.9	37.2	28.5	21.0
Incr Delay (d2), s/veh	13.0	15.1	7.0	24.2	3.4	7.0	13.8	2.4	4.5	12.0	6.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	7.7	4.8	6.5	5.7	5.3	6.1	8.2	8.8	9.0	13.9	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	54.7	45.1	65.7	40.6	44.1	54.7	32.2	34.4	49.2	35.1	21.3
LnGrp LOS	E	D	D	E	D	D	D	C	C	D	D	C
Approach Vol, veh/h		1081			908			1613			2656	
Approach Delay, s/veh		53.2			47.2			38.9			37.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.3	34.6	17.2	20.8	18.3	41.5	15.5	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.3	30.0	14.0	17.0	15.0	38.0	12.0	19.0
Max Q Clear Time (g_c+I1), s	20.5	21.5	13.2	16.7	14.2	34.2	11.4	14.4
Green Ext Time (p_c), s	0.7	4.8	0.1	0.1	0.2	3.3	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	42.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	259	132	861	493	72
Future Volume (veh/h)	92	259	132	861	493	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1826	1826
Adj Flow Rate, veh/h	92	55	132	861	493	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	3	3	5	5
Cap, veh/h	165	147	263	2884	1428	205
Arrive On Green	0.09	0.09	0.08	0.57	0.32	0.32
Sat Flow, veh/h	1753	1560	3428	5233	4568	632
Grp Volume(v), veh/h	92	55	132	861	370	195
Grp Sat Flow(s),veh/h/ln	1753	1560	1714	1689	1662	1712
Q Serve(g_s), s	1.2	0.8	0.9	2.1	2.0	2.1
Cycle Q Clear(g_c), s	1.2	0.8	0.9	2.1	2.0	2.1
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	165	147	263	2884	1078	555
V/C Ratio(X)	0.56	0.37	0.50	0.30	0.34	0.35
Avail Cap(c_a), veh/h	2212	1969	1875	8950	3495	1801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	10.1	10.5	2.7	6.1	6.1
Incr Delay (d2), s/veh	2.9	1.6	1.5	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	0.3	0.0	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.2	11.7	12.0	2.7	6.3	6.5
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	147			993	565	
Approach Delay, s/veh	12.6			3.9	6.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		17.5		6.2	5.8	11.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		42.0		30.0	13.0	25.0
Max Q Clear Time (g_c+I1), s		4.1		3.2	2.9	4.1
Green Ext Time (p_c), s		7.3		0.4	0.3	3.6

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	92	259	132	935	540	72
Future Volume (veh/h)	92	259	132	935	540	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1826	1826
Adj Flow Rate, veh/h	92	55	132	935	540	72
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	3	3	5	5
Cap, veh/h	164	146	262	2934	1512	199
Arrive On Green	0.09	0.09	0.08	0.58	0.34	0.34
Sat Flow, veh/h	1753	1560	3428	5233	4622	586
Grp Volume(v), veh/h	92	55	132	935	401	211
Grp Sat Flow(s),veh/h/ln	1753	1560	1714	1689	1662	1720
Q Serve(g_s), s	1.2	0.8	0.9	2.3	2.2	2.3
Cycle Q Clear(g_c), s	1.2	0.8	0.9	2.3	2.2	2.3
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	164	146	262	2934	1127	584
V/C Ratio(X)	0.56	0.38	0.50	0.32	0.36	0.36
Avail Cap(c_a), veh/h	2078	1849	1822	8904	3532	1829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	10.4	10.8	2.7	6.1	6.1
Incr Delay (d2), s/veh	3.0	1.6	1.5	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.8	0.3	0.0	0.4	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	12.0	12.3	2.7	6.3	6.5
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	147			1067	612	
Approach Delay, s/veh	13.0			3.9	6.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.2		6.3	5.9	12.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		29.0	13.0	26.0
Max Q Clear Time (g_c+I1), s		4.3		3.2	2.9	4.3
Green Ext Time (p_c), s		8.1		0.4	0.3	4.0

Intersection Summary	
HCM 6th Ctrl Delay	5.5
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
422: SR 25 & East Park St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	294	139	1295	713	101
Future Volume (veh/h)	110	294	139	1295	713	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1826	1826
Adj Flow Rate, veh/h	110	90	139	1295	713	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	3	3	5	5
Cap, veh/h	206	183	266	3128	1798	252
Arrive On Green	0.12	0.12	0.08	0.62	0.41	0.41
Sat Flow, veh/h	1753	1560	3428	5233	4582	620
Grp Volume(v), veh/h	110	90	139	1295	535	279
Grp Sat Flow(s),veh/h/ln	1753	1560	1714	1689	1662	1714
Q Serve(g_s), s	1.8	1.6	1.2	4.0	3.4	3.5
Cycle Q Clear(g_c), s	1.8	1.6	1.2	4.0	3.4	3.5
Prop In Lane	1.00	1.00	1.00			0.36
Lane Grp Cap(c), veh/h	206	183	266	3128	1353	698
V/C Ratio(X)	0.54	0.49	0.52	0.41	0.40	0.40
Avail Cap(c_a), veh/h	1570	1397	1251	7560	3306	1706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	12.5	13.4	3.0	6.3	6.3
Incr Delay (d2), s/veh	2.2	2.0	1.6	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	0.4	0.2	0.7	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.7	14.5	14.9	3.1	6.5	6.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	200			1434	814	
Approach Delay, s/veh	14.6			4.2	6.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.6		7.5	6.3	16.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		45.0		27.0	11.0	30.0
Max Q Clear Time (g_c+I1), s		6.0		3.8	3.2	5.5
Green Ext Time (p_c), s		12.7		0.6	0.2	5.8

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	294	139	1369	760	101
Future Volume (veh/h)	110	294	139	1369	760	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1826	1826
Adj Flow Rate, veh/h	110	90	139	1369	760	101
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	3	3	5	5
Cap, veh/h	204	181	263	3198	1908	252
Arrive On Green	0.12	0.12	0.08	0.63	0.43	0.43
Sat Flow, veh/h	1753	1560	3428	5233	4620	588
Grp Volume(v), veh/h	110	90	139	1369	565	296
Grp Sat Flow(s),veh/h/ln	1753	1560	1714	1689	1662	1720
Q Serve(g_s), s	1.9	1.7	1.2	4.3	3.7	3.8
Cycle Q Clear(g_c), s	1.9	1.7	1.2	4.3	3.7	3.8
Prop In Lane	1.00	1.00	1.00			0.34
Lane Grp Cap(c), veh/h	204	181	263	3198	1423	737
V/C Ratio(X)	0.54	0.50	0.53	0.43	0.40	0.40
Avail Cap(c_a), veh/h	1495	1330	1083	7199	3253	1684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	13.1	14.1	3.0	6.2	6.2
Incr Delay (d2), s/veh	2.2	2.1	1.6	0.1	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.6	0.4	0.2	0.8	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	15.2	15.7	3.0	6.4	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	200			1508	861	
Approach Delay, s/veh	15.3			4.2	6.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		24.0		7.7	6.4	17.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		45.0		27.0	10.0	31.0
Max Q Clear Time (g_c+I1), s		6.3		3.9	3.2	5.8
Green Ext Time (p_c), s		13.7		0.6	0.2	6.3

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	112	312	177	2016	1001	102
Future Volume (veh/h)	112	312	177	2016	1001	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1826	1826
Adj Flow Rate, veh/h	112	108	177	2016	1001	102
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	3	3	5	5
Cap, veh/h	199	177	300	3641	2517	256
Arrive On Green	0.11	0.11	0.09	0.72	0.55	0.55
Sat Flow, veh/h	1753	1560	3428	5233	4762	468
Grp Volume(v), veh/h	112	108	177	2016	723	380
Grp Sat Flow(s),veh/h/ln	1753	1560	1714	1689	1662	1742
Q Serve(g_s), s	2.9	3.1	2.4	8.9	6.0	6.0
Cycle Q Clear(g_c), s	2.9	3.1	2.4	8.9	6.0	6.0
Prop In Lane	1.00	1.00	1.00			0.27
Lane Grp Cap(c), veh/h	199	177	300	3641	1819	953
V/C Ratio(X)	0.56	0.61	0.59	0.55	0.40	0.40
Avail Cap(c_a), veh/h	844	751	718	5198	2436	1277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	20.1	21.0	3.1	6.3	6.3
Incr Delay (d2), s/veh	2.5	3.4	1.8	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.2	0.9	1.0	1.5	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.5	23.5	22.8	3.3	6.4	6.5
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	220			2193	1103	
Approach Delay, s/veh	23.0			4.8	6.4	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.3		9.4	8.2	30.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		49.0		23.0	10.0	35.0
Max Q Clear Time (g_c+I1), s		10.9		5.1	4.4	8.0
Green Ext Time (p_c), s		23.4		0.6	0.3	8.6

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	112	312	177	2090	1048	102
Future Volume (veh/h)	112	312	177	2090	1048	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1856	1826	1826
Adj Flow Rate, veh/h	112	108	177	2090	1048	102
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	4	4	3	3	5	5
Cap, veh/h	197	175	295	3684	2591	252
Arrive On Green	0.11	0.11	0.09	0.73	0.56	0.56
Sat Flow, veh/h	1753	1560	3428	5233	4784	449
Grp Volume(v), veh/h	112	108	177	2090	754	396
Grp Sat Flow(s),veh/h/ln	1753	1560	1714	1689	1662	1745
Q Serve(g_s), s	3.0	3.3	2.5	9.5	6.4	6.4
Cycle Q Clear(g_c), s	3.0	3.3	2.5	9.5	6.4	6.4
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	197	175	295	3684	1864	979
V/C Ratio(X)	0.57	0.62	0.60	0.57	0.40	0.41
Avail Cap(c_a), veh/h	774	689	619	5084	2468	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	21.1	21.9	3.2	6.2	6.2
Incr Delay (d2), s/veh	2.6	3.5	2.0	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	1.0	1.1	1.6	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.6	24.6	23.9	3.3	6.4	6.5
LnGrp LOS	C	C	C	A	A	A
Approach Vol, veh/h	220			2267	1150	
Approach Delay, s/veh	24.1			4.9	6.4	
Approach LOS	C			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		40.2		9.6	8.3	31.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		50.0		22.0	9.0	37.0
Max Q Clear Time (g_c+I1), s		11.5		5.3	4.5	8.4
Green Ext Time (p_c), s		24.7		0.6	0.2	9.3

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
422: SR 25 & East Park St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	254	87	630	846	82
Future Volume (veh/h)	65	254	87	630	846	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1885
Adj Flow Rate, veh/h	65	37	87	630	846	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	113	101	169	3272	2083	201
Arrive On Green	0.06	0.06	0.05	0.64	0.44	0.44
Sat Flow, veh/h	1810	1610	3483	5316	4942	461
Grp Volume(v), veh/h	65	37	87	630	607	321
Grp Sat Flow(s),veh/h/ln	1810	1610	1742	1716	1716	1802
Q Serve(g_s), s	0.9	0.6	0.6	1.3	3.2	3.2
Cycle Q Clear(g_c), s	0.9	0.6	0.6	1.3	3.2	3.2
Prop In Lane	1.00	1.00	1.00			0.26
Lane Grp Cap(c), veh/h	113	101	169	3272	1497	787
V/C Ratio(X)	0.57	0.37	0.52	0.19	0.41	0.41
Avail Cap(c_a), veh/h	1365	1214	919	7181	3364	1767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	11.9	12.3	2.0	5.1	5.1
Incr Delay (d2), s/veh	4.5	2.2	2.4	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.0	0.5	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	14.1	14.7	2.0	5.3	5.5
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	102			717	928	
Approach Delay, s/veh	15.7			3.6	5.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.9		5.7	5.3	15.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		37.0		20.0	7.0	26.0
Max Q Clear Time (g_c+I1), s		3.3		2.9	2.6	5.2
Green Ext Time (p_c), s		4.9		0.2	0.1	6.3

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	254	87	698	938	82
Future Volume (veh/h)	65	254	87	698	938	82
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1885
Adj Flow Rate, veh/h	65	37	87	698	938	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	113	100	168	3349	2212	193
Arrive On Green	0.06	0.06	0.05	0.65	0.46	0.46
Sat Flow, veh/h	1810	1610	3483	5316	4990	420
Grp Volume(v), veh/h	65	37	87	698	667	353
Grp Sat Flow(s),veh/h/ln	1810	1610	1742	1716	1716	1810
Q Serve(g_s), s	1.0	0.6	0.7	1.5	3.6	3.7
Cycle Q Clear(g_c), s	1.0	0.6	0.7	1.5	3.6	3.7
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	113	100	168	3349	1575	831
V/C Ratio(X)	0.58	0.37	0.52	0.21	0.42	0.43
Avail Cap(c_a), veh/h	1233	1097	874	7013	3322	1752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	12.5	13.0	2.0	5.1	5.1
Incr Delay (d2), s/veh	4.6	2.2	2.4	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.3	0.0	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	14.8	15.4	2.0	5.2	5.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	102			785	1020	
Approach Delay, s/veh	16.4			3.5	5.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.1		5.7	5.3	16.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		38.0		19.0	7.0	27.0
Max Q Clear Time (g_c+I1), s		3.5		3.0	2.7	5.7
Green Ext Time (p_c), s		5.5		0.2	0.1	7.1

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
422: SR 25 & East Park St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	442	92	978	1349	173
Future Volume (veh/h)	163	442	92	978	1349	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1885
Adj Flow Rate, veh/h	163	225	92	978	1349	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	361	321	168	3174	2201	282
Arrive On Green	0.20	0.20	0.05	0.62	0.48	0.48
Sat Flow, veh/h	1810	1610	3483	5316	4787	592
Grp Volume(v), veh/h	163	225	92	978	1002	520
Grp Sat Flow(s),veh/h/ln	1810	1610	1742	1716	1716	1779
Q Serve(g_s), s	3.5	5.7	1.1	3.9	9.4	9.4
Cycle Q Clear(g_c), s	3.5	5.7	1.1	3.9	9.4	9.4
Prop In Lane	1.00	1.00	1.00			0.33
Lane Grp Cap(c), veh/h	361	321	168	3174	1636	848
V/C Ratio(X)	0.45	0.70	0.55	0.31	0.61	0.61
Avail Cap(c_a), veh/h	956	851	240	4020	2128	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	16.2	20.3	3.9	8.4	8.4
Incr Delay (d2), s/veh	0.9	2.8	2.8	0.1	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	0.5	0.7	2.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	19.0	23.0	4.0	8.8	9.1
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1070	1522	
Approach Delay, s/veh	17.8			5.6	8.9	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		30.9		12.7	6.1	24.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		34.0		23.0	3.0	27.0
Max Q Clear Time (g_c+I1), s		5.9		7.7	3.1	11.4
Green Ext Time (p_c), s		7.9		1.1	0.0	9.4

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
422: SR 25 & East Park St

07/18/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	163	442	92	1046	1441	173
Future Volume (veh/h)	163	442	92	1046	1441	173
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1885
Adj Flow Rate, veh/h	163	225	92	1046	1441	173
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	356	317	167	3226	2285	274
Arrive On Green	0.20	0.20	0.05	0.63	0.49	0.49
Sat Flow, veh/h	1810	1610	3483	5316	4826	559
Grp Volume(v), veh/h	163	225	92	1046	1062	552
Grp Sat Flow(s),veh/h/ln	1810	1610	1742	1716	1716	1785
Q Serve(g_s), s	3.6	5.9	1.2	4.3	10.3	10.4
Cycle Q Clear(g_c), s	3.6	5.9	1.2	4.3	10.3	10.4
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	356	317	167	3226	1684	876
V/C Ratio(X)	0.46	0.71	0.55	0.32	0.63	0.63
Avail Cap(c_a), veh/h	878	781	230	3972	2118	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	17.0	21.1	4.0	8.5	8.5
Incr Delay (d2), s/veh	0.9	2.9	2.8	0.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.4	0.5	0.8	2.8	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	20.0	23.9	4.0	8.9	9.3
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	388			1138	1614	
Approach Delay, s/veh	18.7			5.6	9.0	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.4		12.9	6.2	26.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		35.0		22.0	3.0	28.0
Max Q Clear Time (g_c+I1), s		6.3		7.9	3.2	12.4
Green Ext Time (p_c), s		8.7		1.1	0.0	9.9

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	488	125	1444	2174	179
Future Volume (veh/h)	168	488	125	1444	2174	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1885
Adj Flow Rate, veh/h	168	271	125	1444	2174	179
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	378	336	179	3368	2594	211
Arrive On Green	0.21	0.21	0.05	0.65	0.53	0.53
Sat Flow, veh/h	1810	1610	3483	5316	5019	395
Grp Volume(v), veh/h	168	271	125	1444	1532	821
Grp Sat Flow(s),veh/h/ln	1810	1610	1742	1716	1716	1814
Q Serve(g_s), s	4.7	9.4	2.1	7.9	21.9	22.5
Cycle Q Clear(g_c), s	4.7	9.4	2.1	7.9	21.9	22.5
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	378	336	179	3368	1835	970
V/C Ratio(X)	0.44	0.81	0.70	0.43	0.83	0.85
Avail Cap(c_a), veh/h	557	495	179	3430	1876	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	22.0	27.3	4.9	11.4	11.6
Incr Delay (d2), s/veh	0.8	6.0	11.5	0.1	3.4	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.6	1.1	1.9	7.3	8.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	28.1	38.8	4.9	14.8	18.4
LnGrp LOS	C	C	D	A	B	B
Approach Vol, veh/h	439			1569	2353	
Approach Delay, s/veh	25.4			7.6	16.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		42.3		16.2	7.0	35.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		39.0		18.0	3.0	32.0
Max Q Clear Time (g_c+I1), s		9.9		11.4	4.1	24.5
Green Ext Time (p_c), s		13.1		0.9	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
422: SR 25 & East Park St

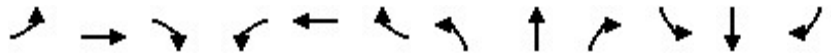
07/18/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	488	125	1512	2266	179
Future Volume (veh/h)	168	488	125	1512	2266	179
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1885	1885	1885
Adj Flow Rate, veh/h	168	271	125	1512	2266	179
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	373	332	175	3396	2643	206
Arrive On Green	0.21	0.21	0.05	0.66	0.54	0.54
Sat Flow, veh/h	1810	1610	3483	5316	5037	380
Grp Volume(v), veh/h	168	271	125	1512	1589	856
Grp Sat Flow(s),veh/h/ln	1810	1610	1742	1716	1716	1817
Q Serve(g_s), s	4.9	9.6	2.1	8.5	23.6	24.4
Cycle Q Clear(g_c), s	4.9	9.6	2.1	8.5	23.6	24.4
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	373	332	175	3396	1863	986
V/C Ratio(X)	0.45	0.82	0.72	0.45	0.85	0.87
Avail Cap(c_a), veh/h	514	457	175	3440	1892	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	22.7	28.0	4.9	11.6	11.8
Incr Delay (d2), s/veh	0.8	7.9	13.1	0.1	4.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.7	1.2	2.0	8.0	9.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	30.6	41.1	5.0	15.6	19.9
LnGrp LOS	C	C	D	A	B	B
Approach Vol, veh/h	439			1637	2445	
Approach Delay, s/veh	27.1			7.7	17.1	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		43.5		16.4	7.0	36.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		40.0		17.0	3.0	33.0
Max Q Clear Time (g_c+I1), s		10.5		11.6	4.1	26.4
Green Ext Time (p_c), s		14.0		0.7	0.0	6.1

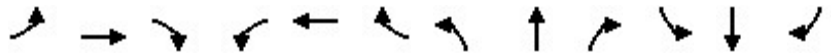
Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	116	60	60	252	320	144	1036	44	120	380	40
Future Volume (veh/h)	60	116	60	60	252	320	144	1036	44	120	380	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	60	116	60	60	252	88	144	1036	17	120	380	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	73	399	195	75	329	279	186	1381	616	153	1307	583
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.11	0.39	0.39	0.09	0.37	0.37
Sat Flow, veh/h	1739	2259	1103	1781	1870	1585	1767	3526	1572	1753	3497	1560
Grp Volume(v), veh/h	60	87	89	60	252	88	144	1036	17	120	380	14
Grp Sat Flow(s),veh/h/ln	1739	1735	1627	1781	1870	1585	1767	1763	1572	1753	1749	1560
Q Serve(g_s), s	1.8	2.3	2.5	1.8	6.8	2.6	4.2	13.4	0.4	3.5	4.0	0.3
Cycle Q Clear(g_c), s	1.8	2.3	2.5	1.8	6.8	2.6	4.2	13.4	0.4	3.5	4.0	0.3
Prop In Lane	1.00		0.68	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	306	287	75	329	279	186	1381	616	153	1307	583
V/C Ratio(X)	0.82	0.29	0.31	0.80	0.76	0.32	0.77	0.75	0.03	0.78	0.29	0.02
Avail Cap(c_a), veh/h	132	328	308	202	424	360	368	1734	773	232	1455	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	18.9	19.0	25.1	20.7	19.0	23.0	13.9	9.9	23.6	11.6	10.5
Incr Delay (d2), s/veh	19.2	0.5	0.6	17.7	6.1	0.6	6.7	1.4	0.0	9.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.9	0.9	1.1	3.2	0.9	2.0	4.7	0.1	1.8	1.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	19.4	19.6	42.9	26.8	19.6	29.7	15.3	9.9	33.0	11.8	10.5
LnGrp LOS	D	B	B	D	C	B	C	B	A	C	B	B
Approach Vol, veh/h		236			400			1197			514	
Approach Delay, s/veh		25.8			27.7			16.9			16.7	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	24.7	6.2	13.3	9.6	23.8	6.2	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	26.0	6.0	10.0	11.0	22.0	4.0	12.0
Max Q Clear Time (g_c+I1), s	5.5	15.4	3.8	4.5	6.2	6.0	3.8	8.8
Green Ext Time (p_c), s	0.0	5.3	0.0	0.4	0.1	2.2	0.0	0.5

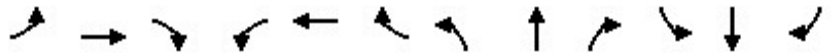
Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	118	65	60	255	320	150	1104	44	120	422	40
Future Volume (veh/h)	60	118	65	60	255	320	150	1104	44	120	422	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	60	118	65	60	255	88	150	1104	17	120	422	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	74	389	202	75	329	278	194	1417	632	153	1327	592
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.11	0.40	0.40	0.09	0.38	0.38
Sat Flow, veh/h	1739	2209	1146	1781	1870	1585	1767	3526	1572	1753	3497	1560
Grp Volume(v), veh/h	60	91	92	60	255	88	150	1104	17	120	422	14
Grp Sat Flow(s),veh/h/ln	1739	1735	1620	1781	1870	1585	1767	1763	1572	1753	1749	1560
Q Serve(g_s), s	1.9	2.5	2.7	1.8	7.1	2.6	4.5	14.9	0.4	3.7	4.7	0.3
Cycle Q Clear(g_c), s	1.9	2.5	2.7	1.8	7.1	2.6	4.5	14.9	0.4	3.7	4.7	0.3
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	305	285	75	329	278	194	1417	632	153	1327	592
V/C Ratio(X)	0.81	0.30	0.32	0.80	0.78	0.32	0.77	0.78	0.03	0.78	0.32	0.02
Avail Cap(c_a), veh/h	127	317	296	196	411	348	388	1677	748	224	1344	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	19.6	19.7	26.0	21.5	19.7	23.7	14.2	9.9	24.4	12.0	10.6
Incr Delay (d2), s/veh	18.9	0.5	0.6	17.5	7.2	0.6	6.4	2.0	0.0	10.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.0	1.0	1.1	3.5	0.9	2.1	5.4	0.1	1.9	1.6	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.9	20.1	20.3	43.5	28.7	20.3	30.1	16.3	9.9	34.8	12.1	10.6
LnGrp LOS	D	C	C	D	C	C	C	B	A	C	B	B
Approach Vol, veh/h		243			403			1271			556	
Approach Delay, s/veh		26.3			29.1			17.8			17.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	26.0	6.3	13.6	10.0	24.7	6.3	13.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	26.0	6.0	10.0	12.0	21.0	4.0	12.0
Max Q Clear Time (g_c+I1), s	5.7	16.9	3.8	4.7	6.5	6.7	3.9	9.1
Green Ext Time (p_c), s	0.0	5.1	0.0	0.4	0.2	2.4	0.0	0.5

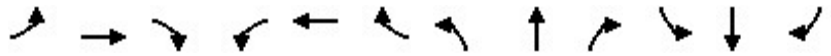
Intersection Summary	
HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	161	119	138	354	367	268	1334	82	137	497	40
Future Volume (veh/h)	60	161	119	138	354	367	268	1334	82	137	497	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	60	161	119	138	354	135	268	1334	55	137	497	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	75	288	200	174	378	320	315	1456	649	164	1146	511
Arrive On Green	0.04	0.15	0.15	0.10	0.20	0.20	0.18	0.41	0.41	0.09	0.33	0.33
Sat Flow, veh/h	1739	1957	1359	1781	1870	1585	1767	3526	1572	1753	3497	1560
Grp Volume(v), veh/h	60	142	138	138	354	135	268	1334	55	137	497	14
Grp Sat Flow(s),veh/h/ln	1739	1735	1581	1781	1870	1585	1767	1763	1572	1753	1749	1560
Q Serve(g_s), s	2.2	4.9	5.3	4.9	12.0	4.8	9.4	23.0	1.4	4.9	7.2	0.4
Cycle Q Clear(g_c), s	2.2	4.9	5.3	4.9	12.0	4.8	9.4	23.0	1.4	4.9	7.2	0.4
Prop In Lane	1.00		0.86	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	255	233	174	378	320	315	1456	649	164	1146	511
V/C Ratio(X)	0.80	0.55	0.59	0.79	0.94	0.42	0.85	0.92	0.08	0.84	0.43	0.03
Avail Cap(c_a), veh/h	81	255	233	194	378	320	357	1480	660	164	1146	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	25.5	25.6	28.4	25.3	22.4	25.6	17.8	11.5	28.7	16.9	14.7
Incr Delay (d2), s/veh	40.1	2.6	4.1	18.1	30.6	0.9	15.9	9.2	0.1	30.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.1	2.1	2.9	8.2	1.8	5.1	10.0	0.4	3.3	2.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	28.1	29.7	46.4	55.8	23.3	41.5	27.0	11.5	58.7	17.2	14.7
LnGrp LOS	E	C	C	D	E	C	D	C	B	E	B	B
Approach Vol, veh/h		340			627			1657			648	
Approach Delay, s/veh		36.2			46.7			28.8			25.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	30.6	10.3	13.5	15.5	25.1	6.8	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	7.0	9.0	13.0	20.0	3.0	13.0
Max Q Clear Time (g_c+I1), s	6.9	25.0	6.9	7.3	11.4	9.2	4.2	14.0
Green Ext Time (p_c), s	0.0	1.6	0.0	0.3	0.1	2.5	0.0	0.0

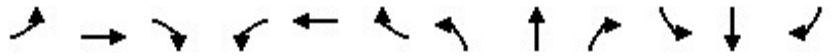
Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	163	124	138	357	367	274	1402	82	137	539	40
Future Volume (veh/h)	60	163	124	138	357	367	274	1402	82	137	539	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	60	163	124	138	357	135	274	1402	55	137	539	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	75	282	201	174	375	318	327	1469	655	162	1134	506
Arrive On Green	0.04	0.15	0.15	0.10	0.20	0.20	0.19	0.42	0.42	0.09	0.32	0.32
Sat Flow, veh/h	1739	1932	1380	1781	1870	1585	1767	3526	1572	1753	3497	1560
Grp Volume(v), veh/h	60	145	142	138	357	135	274	1402	55	137	539	14
Grp Sat Flow(s),veh/h/ln	1739	1735	1577	1781	1870	1585	1767	1763	1572	1753	1749	1560
Q Serve(g_s), s	2.2	5.1	5.5	4.9	12.2	4.8	9.7	24.9	1.4	5.0	8.0	0.4
Cycle Q Clear(g_c), s	2.2	5.1	5.5	4.9	12.2	4.8	9.7	24.9	1.4	5.0	8.0	0.4
Prop In Lane	1.00		0.88	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	253	230	174	375	318	327	1469	655	162	1134	506
V/C Ratio(X)	0.80	0.57	0.62	0.79	0.95	0.42	0.84	0.95	0.08	0.84	0.48	0.03
Avail Cap(c_a), veh/h	81	253	230	192	375	318	464	1470	655	162	1134	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	25.8	26.0	28.6	25.6	22.6	25.5	18.3	11.4	28.9	17.5	14.9
Incr Delay (d2), s/veh	40.5	3.1	4.8	18.3	33.9	0.9	9.1	14.1	0.1	31.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.2	2.3	2.9	8.6	1.8	4.6	11.7	0.4	3.4	3.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	28.9	30.8	46.9	59.5	23.5	34.5	32.4	11.5	60.2	17.8	14.9
LnGrp LOS	E	C	C	D	E	C	C	C	B	E	B	B
Approach Vol, veh/h		347			630			1731			690	
Approach Delay, s/veh		37.0			49.0			32.1			26.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	31.0	10.3	13.4	16.0	25.0	6.8	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	27.0	7.0	9.0	17.0	16.0	3.0	13.0
Max Q Clear Time (g_c+I1), s	7.0	26.9	6.9	7.5	11.7	10.0	4.2	14.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.3	0.4	1.8	0.0	0.0

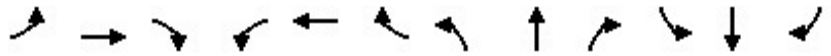
Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	168	138	145	375	491	303	2010	94	183	760	53
Future Volume (veh/h)	64	168	138	145	375	491	303	2010	94	183	760	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	64	168	138	145	375	259	303	2010	67	183	760	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	54	172	133	164	288	244	350	1736	774	135	1299	579
Arrive On Green	0.03	0.09	0.09	0.09	0.15	0.15	0.20	0.49	0.49	0.08	0.37	0.37
Sat Flow, veh/h	1739	1865	1437	1781	1870	1585	1767	3526	1572	1753	3497	1560
Grp Volume(v), veh/h	64	155	151	145	375	259	303	2010	67	183	760	27
Grp Sat Flow(s),veh/h/ln	1739	1735	1567	1781	1870	1585	1767	1763	1572	1753	1749	1560
Q Serve(g_s), s	2.0	5.8	6.0	5.2	10.0	10.0	10.8	32.0	1.5	5.0	11.3	0.7
Cycle Q Clear(g_c), s	2.0	5.8	6.0	5.2	10.0	10.0	10.8	32.0	1.5	5.0	11.3	0.7
Prop In Lane	1.00		0.92	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	160	145	164	288	244	350	1736	774	135	1299	579
V/C Ratio(X)	1.20	0.97	1.04	0.88	1.30	1.06	0.87	1.16	0.09	1.36	0.59	0.05
Avail Cap(c_a), veh/h	54	160	145	164	288	244	381	1736	774	135	1299	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	29.4	29.5	29.1	27.5	27.5	25.2	16.5	8.7	30.0	16.4	13.1
Incr Delay (d2), s/veh	185.7	62.3	85.9	38.6	159.5	75.0	17.6	78.1	0.0	201.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.1	5.6	3.9	17.0	8.6	5.9	29.5	0.4	9.5	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	217.2	91.7	115.4	67.7	187.0	102.5	42.8	94.6	8.8	231.2	17.1	13.1
LnGrp LOS	F	F	F	E	F	F	D	F	A	F	B	B
Approach Vol, veh/h		370			779			2380			970	
Approach Delay, s/veh		123.1			136.7			85.6			57.4	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	36.0	10.0	10.0	16.9	28.1	6.0	14.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	32.0	6.0	6.0	14.0	23.0	2.0	10.0
Max Q Clear Time (g_c+I1), s	7.0	34.0	7.2	8.0	12.8	13.3	4.0	12.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	3.7	0.0	0.0

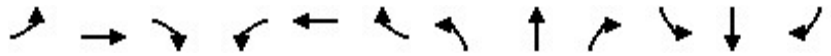
Intersection Summary	
HCM 6th Ctrl Delay	91.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	170	143	145	378	491	309	2078	94	183	802	53
Future Volume (veh/h)	64	170	143	145	378	491	309	2078	94	183	802	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	64	170	143	145	378	259	309	2078	67	183	802	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	54	170	134	164	288	244	357	1736	774	135	1283	572
Arrive On Green	0.03	0.09	0.09	0.09	0.15	0.15	0.20	0.49	0.49	0.08	0.37	0.37
Sat Flow, veh/h	1739	1844	1455	1781	1870	1585	1767	3526	1572	1753	3497	1560
Grp Volume(v), veh/h	64	159	154	145	378	259	309	2078	67	183	802	27
Grp Sat Flow(s),veh/h/ln	1739	1735	1564	1781	1870	1585	1767	1763	1572	1753	1749	1560
Q Serve(g_s), s	2.0	6.0	6.0	5.2	10.0	10.0	11.0	32.0	1.5	5.0	12.2	0.7
Cycle Q Clear(g_c), s	2.0	6.0	6.0	5.2	10.0	10.0	11.0	32.0	1.5	5.0	12.2	0.7
Prop In Lane	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	54	160	144	164	288	244	357	1736	774	135	1283	572
V/C Ratio(X)	1.20	0.99	1.06	0.88	1.31	1.06	0.86	1.20	0.09	1.36	0.62	0.05
Avail Cap(c_a), veh/h	54	160	144	164	288	244	408	1736	774	135	1283	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	29.5	29.5	29.1	27.5	27.5	25.1	16.5	8.7	30.0	16.9	13.3
Incr Delay (d2), s/veh	185.7	69.4	93.3	38.6	163.7	75.0	15.8	94.7	0.0	201.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.5	5.9	3.9	17.3	8.6	5.9	33.5	0.4	9.5	4.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	217.2	98.9	122.8	67.7	191.2	102.5	40.9	111.2	8.8	231.2	17.9	13.3
LnGrp LOS	F	F	F	E	F	F	D	F	A	F	B	B
Approach Vol, veh/h		377			782			2454			1012	
Approach Delay, s/veh		128.7			138.9			99.5			56.3	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	36.0	10.0	10.0	17.1	27.9	6.0	14.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	32.0	6.0	6.0	15.0	22.0	2.0	10.0
Max Q Clear Time (g_c+I1), s	7.0	34.0	7.2	8.0	13.0	14.2	4.0	12.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	3.4	0.0	0.0

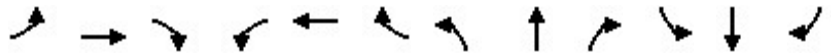
Intersection Summary	
HCM 6th Ctrl Delay	99.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	170	143	145	378	491	309	2078	94	183	802	53
Future Volume (veh/h)	64	170	143	145	378	491	309	2078	94	183	802	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1870	1870	1870	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	64	170	143	145	378	259	309	2078	67	183	802	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	4	4	4
Cap, veh/h	80	264	209	183	374	317	357	2017	65	189	1525	51
Arrive On Green	0.05	0.14	0.14	0.10	0.20	0.20	0.20	0.40	0.40	0.11	0.31	0.31
Sat Flow, veh/h	1739	1844	1455	1781	1870	1585	1767	5041	162	1753	4993	168
Grp Volume(v), veh/h	64	159	154	145	378	259	309	1390	755	183	538	291
Grp Sat Flow(s),veh/h/ln	1739	1735	1564	1781	1870	1585	1767	1689	1826	1753	1675	1811
Q Serve(g_s), s	2.4	5.6	6.1	5.2	13.0	10.2	11.0	26.0	26.0	6.8	8.6	8.7
Cycle Q Clear(g_c), s	2.4	5.6	6.1	5.2	13.0	10.2	11.0	26.0	26.0	6.8	8.6	8.7
Prop In Lane	1.00		0.93	1.00		1.00	1.00		0.09	1.00		0.09
Lane Grp Cap(c), veh/h	80	249	224	183	374	317	357	1351	731	189	1023	553
V/C Ratio(X)	0.80	0.64	0.69	0.79	1.01	0.82	0.86	1.03	1.03	0.97	0.53	0.53
Avail Cap(c_a), veh/h	80	249	224	219	374	317	408	1351	731	189	1023	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	26.3	26.4	28.5	26.0	24.9	25.1	19.5	19.5	28.9	18.7	18.7
Incr Delay (d2), s/veh	41.7	5.4	8.4	15.2	49.2	15.2	15.8	32.3	42.0	56.4	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.6	2.7	2.9	10.5	4.9	5.9	15.0	18.2	5.7	3.2	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	31.7	34.8	43.7	75.2	40.1	40.9	51.8	61.5	85.3	19.2	19.6
LnGrp LOS	E	C	C	D	F	D	D	F	F	F	B	B
Approach Vol, veh/h		377			782			2454			1012	
Approach Delay, s/veh		39.9			57.7			53.4			31.2	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	30.0	10.7	13.3	17.1	23.9	7.0	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	26.0	8.0	8.0	15.0	18.0	3.0	13.0
Max Q Clear Time (g_c+I1), s	8.6	28.0	7.2	8.1	13.0	10.7	4.4	15.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.2	3.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	272	140	60	212	128	72	472	124	256	812	84
Future Volume (veh/h)	84	272	140	60	212	128	72	472	124	256	812	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	84	272	140	60	212	26	72	472	32	256	812	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	108	457	228	74	335	284	91	833	372	332	1308	583
Arrive On Green	0.06	0.20	0.20	0.04	0.18	0.18	0.05	0.23	0.23	0.19	0.37	0.37
Sat Flow, veh/h	1810	2330	1165	1795	1885	1598	1795	3582	1598	1781	3554	1585
Grp Volume(v), veh/h	84	209	203	60	212	26	72	472	32	256	812	33
Grp Sat Flow(s),veh/h/ln	1810	1805	1690	1795	1885	1598	1795	1791	1598	1781	1777	1585
Q Serve(g_s), s	2.1	4.9	5.1	1.5	4.8	0.6	1.8	5.4	0.7	6.4	8.7	0.6
Cycle Q Clear(g_c), s	2.1	4.9	5.1	1.5	4.8	0.6	1.8	5.4	0.7	6.4	8.7	0.6
Prop In Lane	1.00		0.69	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	354	331	74	335	284	91	833	372	332	1308	583
V/C Ratio(X)	0.78	0.59	0.61	0.81	0.63	0.09	0.79	0.57	0.09	0.77	0.62	0.06
Avail Cap(c_a), veh/h	350	776	727	309	770	652	347	1771	790	881	2826	1261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	17.0	17.1	22.1	17.7	16.0	21.8	15.8	14.0	18.0	12.0	9.5
Incr Delay (d2), s/veh	11.3	1.6	1.8	18.0	2.0	0.1	14.0	0.6	0.1	3.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.9	1.9	1.0	2.0	0.2	1.1	2.0	0.2	2.6	2.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	18.6	18.9	40.1	19.7	16.1	35.9	16.4	14.1	21.8	12.5	9.5
LnGrp LOS	C	B	B	D	B	B	D	B	B	C	B	A
Approach Vol, veh/h		496			298			576			1101	
Approach Delay, s/veh		21.1			23.5			18.7			14.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	14.8	5.9	13.1	6.4	21.1	6.8	12.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	23.0	8.0	20.0	9.0	37.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	8.4	7.4	3.5	7.1	3.8	10.7	4.1	6.8
Green Ext Time (p_c), s	0.6	2.9	0.0	2.0	0.1	6.4	0.1	0.9

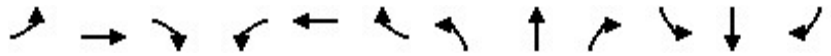
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	276	148	60	215	128	79	533	124	256	895	84
Future Volume (veh/h)	84	276	148	60	215	128	79	533	124	256	895	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	84	276	148	60	215	26	79	533	32	256	895	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	108	446	232	75	332	282	101	932	416	327	1377	614
Arrive On Green	0.06	0.19	0.19	0.04	0.18	0.18	0.06	0.26	0.26	0.18	0.39	0.39
Sat Flow, veh/h	1810	2294	1195	1795	1885	1598	1795	3582	1598	1781	3554	1585
Grp Volume(v), veh/h	84	215	209	60	215	26	79	533	32	256	895	33
Grp Sat Flow(s),veh/h/ln	1810	1805	1685	1795	1885	1598	1795	1791	1598	1781	1777	1585
Q Serve(g_s), s	2.3	5.5	5.7	1.7	5.3	0.7	2.2	6.5	0.8	6.9	10.3	0.7
Cycle Q Clear(g_c), s	2.3	5.5	5.7	1.7	5.3	0.7	2.2	6.5	0.8	6.9	10.3	0.7
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	351	328	75	332	282	101	932	416	327	1377	614
V/C Ratio(X)	0.77	0.61	0.64	0.80	0.65	0.09	0.78	0.57	0.08	0.78	0.65	0.05
Avail Cap(c_a), veh/h	326	722	674	287	716	607	323	1719	767	784	2629	1173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	18.4	18.5	23.8	19.2	17.2	23.3	16.1	14.0	19.5	12.5	9.6
Incr Delay (d2), s/veh	11.1	1.7	2.1	17.5	2.1	0.1	12.2	0.6	0.1	4.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.2	2.2	1.0	2.3	0.2	1.2	2.4	0.2	2.9	3.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	20.2	20.6	41.2	21.3	17.4	35.5	16.6	14.0	23.6	13.1	9.6
LnGrp LOS	C	C	C	D	C	B	D	B	B	C	B	A
Approach Vol, veh/h		508			301			644			1184	
Approach Delay, s/veh		22.7			24.9			18.8			15.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	17.0	6.1	13.7	6.8	23.4	7.0	12.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	24.0	8.0	20.0	9.0	37.0	9.0	19.0
Max Q Clear Time (g_c+I1), s	8.9	8.5	3.7	7.7	4.2	12.3	4.3	7.3
Green Ext Time (p_c), s	0.6	3.3	0.0	2.0	0.1	7.1	0.1	0.9

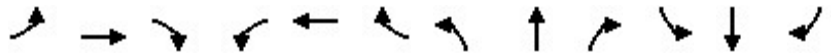
Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	388	304	123	290	158	192	721	214	307	1192	84
Future Volume (veh/h)	84	388	304	123	290	158	192	721	214	307	1192	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	84	388	304	123	290	56	192	721	122	307	1192	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	108	396	307	155	436	369	230	1149	512	349	1380	615
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.23	0.13	0.32	0.32	0.20	0.39	0.39
Sat Flow, veh/h	1810	1935	1500	1795	1885	1598	1795	3582	1598	1781	3554	1585
Grp Volume(v), veh/h	84	362	330	123	290	56	192	721	122	307	1192	33
Grp Sat Flow(s),veh/h/ln	1810	1805	1630	1795	1885	1598	1795	1791	1598	1781	1777	1585
Q Serve(g_s), s	3.8	16.6	16.8	5.6	11.6	2.3	8.7	14.2	4.7	13.9	25.7	1.1
Cycle Q Clear(g_c), s	3.8	16.6	16.8	5.6	11.6	2.3	8.7	14.2	4.7	13.9	25.7	1.1
Prop In Lane	1.00		0.92	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	369	333	155	436	369	230	1149	512	349	1380	615
V/C Ratio(X)	0.78	0.98	0.99	0.79	0.67	0.15	0.83	0.63	0.24	0.88	0.86	0.05
Avail Cap(c_a), veh/h	131	369	333	194	454	384	281	1207	538	429	1497	668
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	32.9	33.0	37.2	29.0	25.5	35.4	24.0	20.8	32.5	23.4	15.9
Incr Delay (d2), s/veh	21.0	41.2	46.7	16.1	3.5	0.2	16.2	1.0	0.2	16.2	5.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	11.2	10.7	3.1	5.5	0.9	4.7	5.9	1.7	7.4	11.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	74.0	79.7	53.3	32.5	25.6	51.6	25.0	21.0	48.6	28.6	15.9
LnGrp LOS	E	E	E	D	C	C	D	C	C	D	C	B
Approach Vol, veh/h		776			469			1035			1532	
Approach Delay, s/veh		74.9			37.2			29.4			32.3	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.3	30.7	11.2	21.0	14.7	36.3	9.0	23.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.3	28.0	9.0	17.0	13.0	35.0	6.0	20.0
Max Q Clear Time (g_c+I1), s	15.9	16.2	7.6	18.8	10.7	27.7	5.8	13.6
Green Ext Time (p_c), s	0.4	4.2	0.0	0.0	0.1	4.6	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	392	312	123	293	158	199	782	214	307	1275	84
Future Volume (veh/h)	84	392	312	123	293	158	199	782	214	307	1275	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	84	392	312	123	293	56	199	782	122	307	1275	33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	108	376	296	154	418	354	235	1219	544	346	1435	640
Arrive On Green	0.06	0.20	0.20	0.09	0.22	0.22	0.13	0.34	0.34	0.19	0.40	0.40
Sat Flow, veh/h	1810	1920	1513	1795	1885	1598	1795	3582	1598	1781	3554	1585
Grp Volume(v), veh/h	84	368	336	123	293	56	199	782	122	307	1275	33
Grp Sat Flow(s),veh/h/ln	1810	1805	1628	1795	1885	1598	1795	1791	1598	1781	1777	1585
Q Serve(g_s), s	4.0	17.0	17.0	5.8	12.4	2.5	9.4	16.0	4.7	14.6	29.0	1.1
Cycle Q Clear(g_c), s	4.0	17.0	17.0	5.8	12.4	2.5	9.4	16.0	4.7	14.6	29.0	1.1
Prop In Lane	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	353	318	154	418	354	235	1219	544	346	1435	640
V/C Ratio(X)	0.78	1.04	1.05	0.80	0.70	0.16	0.85	0.64	0.22	0.89	0.89	0.05
Avail Cap(c_a), veh/h	125	353	318	165	418	354	248	1219	544	410	1513	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	35.0	35.0	39.0	31.2	27.3	36.9	24.2	20.5	34.1	24.1	15.8
Incr Delay (d2), s/veh	23.0	59.5	65.5	22.4	5.2	0.2	22.3	1.2	0.2	18.2	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	13.1	12.3	3.5	6.1	0.9	5.5	6.7	1.7	7.9	12.8	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	94.5	100.4	61.4	36.4	27.5	59.2	25.3	20.7	52.3	30.7	15.8
LnGrp LOS	E	F	F	E	D	C	E	C	C	D	C	B
Approach Vol, veh/h		788			472			1103			1615	
Approach Delay, s/veh		93.7			41.8			30.9			34.5	
Approach LOS		F			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	33.6	11.4	21.0	15.4	39.1	9.2	23.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.9	29.0	8.0	17.0	12.0	37.0	6.0	19.0
Max Q Clear Time (g_c+I1), s	16.6	18.0	7.8	19.0	11.4	31.0	6.0	14.4
Green Ext Time (p_c), s	0.3	4.4	0.0	0.0	0.0	4.1	0.0	0.8

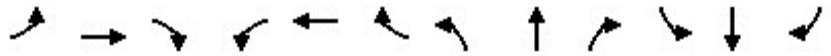
Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	418	362	138	312	263	240	1065	226	476	1985	94
Future Volume (veh/h)	99	418	362	138	312	263	240	1065	226	476	1985	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	99	418	362	138	312	161	240	1065	134	476	1985	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	60	204	176	100	251	213	199	1353	604	495	1935	863
Arrive On Green	0.03	0.11	0.11	0.06	0.13	0.13	0.11	0.38	0.38	0.28	0.54	0.54
Sat Flow, veh/h	1810	1838	1582	1795	1885	1598	1795	3582	1598	1781	3554	1585
Grp Volume(v), veh/h	99	410	370	138	312	161	240	1065	134	476	1985	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1615	1795	1885	1598	1795	1791	1598	1781	1777	1585
Q Serve(g_s), s	3.0	10.0	10.0	5.0	12.0	8.7	10.0	23.7	5.1	23.7	49.0	1.1
Cycle Q Clear(g_c), s	3.0	10.0	10.0	5.0	12.0	8.7	10.0	23.7	5.1	23.7	49.0	1.1
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	201	179	100	251	213	199	1353	604	495	1935	863
V/C Ratio(X)	1.64	2.05	2.06	1.38	1.24	0.76	1.20	0.79	0.22	0.96	1.03	0.05
Avail Cap(c_a), veh/h	60	201	179	100	251	213	199	1353	604	495	1935	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	40.0	40.0	42.5	39.0	37.6	40.0	24.8	19.0	32.0	20.5	9.6
Incr Delay (d2), s/veh	351.3	488.0	495.3	223.0	137.6	14.3	129.2	3.2	0.2	30.9	27.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	31.5	28.6	8.4	15.1	4.2	11.5	10.2	1.9	14.1	25.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	394.8	528.0	535.3	265.5	176.6	51.9	169.2	28.0	19.2	62.9	47.9	9.6
LnGrp LOS	F	F	F	F	F	D	F	C	B	E	F	A
Approach Vol, veh/h		879			611			1439			2504	
Approach Delay, s/veh		516.1			163.8			50.7			50.1	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	38.0	9.0	14.0	14.0	53.0	7.0	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	34.0	5.0	10.0	10.0	49.0	3.0	12.0
Max Q Clear Time (g_c+I1), s	25.7	25.7	7.0	12.0	12.0	51.0	5.0	14.0
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0

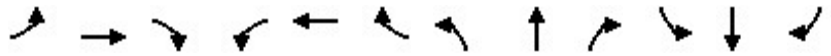
Intersection Summary	
HCM 6th Ctrl Delay	138.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	422	370	138	315	263	247	1126	226	476	2068	94
Future Volume (veh/h)	99	422	370	138	315	263	247	1126	226	476	2068	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	99	422	370	138	315	161	247	1126	134	476	2068	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	60	223	195	100	272	231	199	1313	586	495	1895	845
Arrive On Green	0.03	0.12	0.12	0.06	0.14	0.14	0.11	0.37	0.37	0.28	0.53	0.53
Sat Flow, veh/h	1810	1826	1593	1795	1885	1598	1795	3582	1598	1781	3554	1585
Grp Volume(v), veh/h	99	417	375	138	315	161	247	1126	134	476	2068	43
Grp Sat Flow(s),veh/h/ln	1810	1805	1613	1795	1885	1598	1795	1791	1598	1781	1777	1585
Q Serve(g_s), s	3.0	11.0	11.0	5.0	13.0	8.6	10.0	26.1	5.2	23.7	48.0	1.2
Cycle Q Clear(g_c), s	3.0	11.0	11.0	5.0	13.0	8.6	10.0	26.1	5.2	23.7	48.0	1.2
Prop In Lane	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	221	197	100	272	231	199	1313	586	495	1895	845
V/C Ratio(X)	1.64	1.89	1.90	1.38	1.16	0.70	1.24	0.86	0.23	0.96	1.09	0.05
Avail Cap(c_a), veh/h	60	221	197	100	272	231	199	1313	586	495	1895	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	39.5	39.5	42.5	38.5	36.6	40.0	26.3	19.7	32.0	21.0	10.1
Incr Delay (d2), s/veh	351.3	417.6	423.8	223.0	103.7	8.9	142.5	5.9	0.2	30.9	50.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	30.4	27.5	8.4	13.7	3.9	12.2	11.7	1.9	14.1	31.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	394.8	457.1	463.3	265.5	142.2	45.5	182.5	32.2	19.9	62.9	71.3	10.1
LnGrp LOS	F	F	F	F	F	D	F	C	B	E	F	B
Approach Vol, veh/h		891			614			1507			2587	
Approach Delay, s/veh		452.8			144.6			55.7			68.7	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	37.0	9.0	15.0	14.0	52.0	7.0	17.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	33.0	5.0	11.0	10.0	48.0	3.0	13.0
Max Q Clear Time (g_c+I1), s	25.7	28.1	7.0	13.0	12.0	50.0	5.0	15.0
Green Ext Time (p_c), s	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0

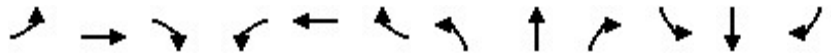
Intersection Summary	
HCM 6th Ctrl Delay	134.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	422	370	138	315	263	247	1126	226	476	2068	94
Future Volume (veh/h)	99	422	370	138	315	263	247	1126	226	476	2068	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	99	422	370	138	315	161	247	1126	134	476	2068	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	2	2	2
Cap, veh/h	121	325	284	140	357	303	240	1338	159	496	2223	46
Arrive On Green	0.07	0.18	0.18	0.08	0.19	0.19	0.13	0.29	0.29	0.28	0.43	0.43
Sat Flow, veh/h	1810	1826	1593	1795	1885	1598	1795	4662	554	1781	5148	107
Grp Volume(v), veh/h	99	417	375	138	315	161	247	828	432	476	1366	745
Grp Sat Flow(s),veh/h/ln	1810	1805	1613	1795	1885	1598	1795	1716	1785	1781	1702	1851
Q Serve(g_s), s	4.8	16.0	16.0	6.9	14.6	8.2	12.0	20.4	20.4	23.6	34.2	34.3
Cycle Q Clear(g_c), s	4.8	16.0	16.0	6.9	14.6	8.2	12.0	20.4	20.4	23.6	34.2	34.3
Prop In Lane	1.00		0.99	1.00		1.00	1.00		0.31	1.00		0.06
Lane Grp Cap(c), veh/h	121	322	288	140	357	303	240	985	512	496	1470	799
V/C Ratio(X)	0.82	1.30	1.30	0.99	0.88	0.53	1.03	0.84	0.84	0.96	0.93	0.93
Avail Cap(c_a), veh/h	121	322	288	140	357	303	240	994	517	496	1479	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	36.9	36.9	41.3	35.4	32.8	38.9	30.1	30.1	31.9	24.2	24.2
Incr Delay (d2), s/veh	33.9	154.6	159.6	71.5	21.8	1.8	65.8	6.6	11.9	30.3	10.6	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	20.7	18.9	5.8	8.7	3.2	9.6	9.0	10.2	14.0	15.0	17.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	191.5	196.4	112.8	57.2	34.6	104.7	36.6	42.0	62.1	34.8	41.5
LnGrp LOS	E	F	F	F	E	C	F	D	D	E	C	D
Approach Vol, veh/h		891			614			1507			2587	
Approach Delay, s/veh		180.7			63.8			49.3			41.8	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.0	29.8	11.0	20.0	16.0	42.8	10.0	21.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	26.0	7.0	16.0	12.0	39.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	25.6	22.4	8.9	18.0	14.0	36.3	6.8	16.6
Green Ext Time (p_c), s	0.0	2.5	0.0	0.0	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	68.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	284	128	204	352	164	112	916	56	60	428	8
Future Volume (veh/h)	40	284	128	204	352	164	112	916	56	60	428	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	40	284	128	204	352	164	112	916	56	60	428	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	358	899	395	409	900	412	193	1252	77	74	1245	23
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.06	0.37	0.37	0.04	0.36	0.36
Sat Flow, veh/h	878	2383	1047	982	2387	1093	3401	3348	205	1725	3455	65
Grp Volume(v), veh/h	40	208	204	204	263	253	112	478	494	60	213	223
Grp Sat Flow(s),veh/h/ln	878	1763	1667	982	1791	1688	1700	1749	1804	1725	1721	1799
Q Serve(g_s), s	2.0	4.9	5.1	10.9	6.2	6.4	1.9	13.8	13.8	2.0	5.3	5.3
Cycle Q Clear(g_c), s	8.5	4.9	5.1	15.9	6.2	6.4	1.9	13.8	13.8	2.0	5.3	5.3
Prop In Lane	1.00		0.63	1.00		0.65	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	358	665	629	409	676	637	193	654	675	74	620	648
V/C Ratio(X)	0.11	0.31	0.32	0.50	0.39	0.40	0.58	0.73	0.73	0.81	0.34	0.34
Avail Cap(c_a), veh/h	569	1088	1029	644	1105	1042	408	989	1020	266	1032	1080
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	12.8	12.9	18.5	13.3	13.3	26.8	15.7	15.7	27.7	13.6	13.6
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.9	0.4	0.4	2.8	1.6	1.6	18.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	1.7	2.3	2.3	2.2	0.8	5.1	5.2	1.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.5	13.1	13.2	19.5	13.6	13.7	29.6	17.3	17.3	45.7	13.9	13.9
LnGrp LOS	B	B	B	B	B	B	C	B	B	D	B	B
Approach Vol, veh/h		452			720			1084			496	
Approach Delay, s/veh		13.4			15.3			18.6			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	25.8		26.0	7.3	25.0		26.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.5	33.0		36.0	7.0	35.0		36.0
Max Q Clear Time (g_c+I1), s	4.0	15.8		10.5	3.9	7.3		17.9
Green Ext Time (p_c), s	0.0	6.1		2.8	0.1	2.7		4.1

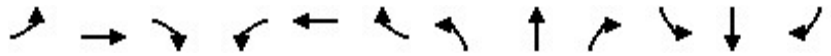
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	284	132	204	352	164	116	979	56	60	466	8
Future Volume (veh/h)	40	284	132	204	352	164	116	979	56	60	466	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	40	284	132	204	352	164	116	979	56	60	466	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	345	878	398	393	888	407	196	1315	75	75	1304	22
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.06	0.39	0.39	0.04	0.38	0.38
Sat Flow, veh/h	878	2358	1068	978	2387	1093	3401	3362	192	1725	3462	59
Grp Volume(v), veh/h	40	210	206	204	263	253	116	509	526	60	231	243
Grp Sat Flow(s),veh/h/ln	878	1763	1663	978	1791	1688	1700	1749	1806	1725	1721	1800
Q Serve(g_s), s	2.2	5.3	5.5	11.7	6.7	6.9	2.1	15.5	15.5	2.1	6.0	6.0
Cycle Q Clear(g_c), s	9.1	5.3	5.5	17.2	6.7	6.9	2.1	15.5	15.5	2.1	6.0	6.0
Prop In Lane	1.00		0.64	1.00		0.65	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	345	656	619	393	667	628	196	684	706	75	648	678
V/C Ratio(X)	0.12	0.32	0.33	0.52	0.39	0.40	0.59	0.74	0.74	0.80	0.36	0.36
Avail Cap(c_a), veh/h	514	995	939	581	1011	953	384	1015	1048	195	999	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	13.9	13.9	20.1	14.3	14.4	28.5	16.2	16.2	29.4	13.9	13.9
Incr Delay (d2), s/veh	0.1	0.3	0.3	1.1	0.4	0.4	2.8	1.7	1.6	17.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.9	1.9	2.6	2.5	2.4	0.9	5.8	6.0	1.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	14.2	14.3	21.2	14.7	14.8	31.3	17.9	17.8	47.3	14.3	14.2
LnGrp LOS	B	B	B	C	B	B	C	B	B	D	B	B
Approach Vol, veh/h		456			720			1151			534	
Approach Delay, s/veh		14.5			16.6			19.2			18.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	28.3		27.1	7.6	27.4		27.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	36.0		35.0	7.0	36.0		35.0
Max Q Clear Time (g_c+I1), s	4.1	17.5		11.1	4.1	8.0		19.2
Green Ext Time (p_c), s	0.0	6.7		2.8	0.1	3.0		3.9

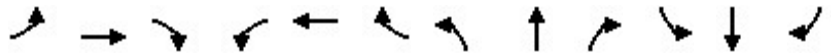
Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	308	167	204	364	165	183	1190	56	60	523	8
Future Volume (veh/h)	40	308	167	204	364	165	183	1190	56	60	523	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	40	308	167	204	364	165	183	1190	56	60	523	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	318	827	438	342	894	399	269	1453	68	75	1360	21
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.08	0.43	0.43	0.04	0.39	0.39
Sat Flow, veh/h	867	2227	1179	926	2408	1074	3401	3401	160	1725	3469	53
Grp Volume(v), veh/h	40	242	233	204	269	260	183	612	634	60	259	272
Grp Sat Flow(s),veh/h/ln	867	1763	1643	926	1791	1692	1700	1749	1812	1725	1721	1802
Q Serve(g_s), s	2.7	7.6	7.9	15.7	8.5	8.7	4.0	23.4	23.5	2.6	8.2	8.2
Cycle Q Clear(g_c), s	11.4	7.6	7.9	23.6	8.5	8.7	4.0	23.4	23.5	2.6	8.2	8.2
Prop In Lane	1.00		0.72	1.00		0.64	1.00		0.09	1.00		0.03
Lane Grp Cap(c), veh/h	318	654	610	342	665	628	269	747	774	75	674	706
V/C Ratio(X)	0.13	0.37	0.38	0.60	0.40	0.41	0.68	0.82	0.82	0.79	0.38	0.38
Avail Cap(c_a), veh/h	372	764	713	400	777	734	402	896	929	136	814	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	17.4	17.5	26.2	17.7	17.8	34.1	19.2	19.2	36.0	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.3	0.4	1.8	0.4	0.4	3.0	5.1	5.0	16.9	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.0	2.9	3.5	3.4	3.3	1.7	9.7	10.1	1.4	3.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	17.8	17.9	28.0	18.1	18.2	37.1	24.3	24.2	52.9	16.9	16.9
LnGrp LOS	C	B	B	C	B	B	D	C	C	D	B	B
Approach Vol, veh/h		515			733			1429			591	
Approach Delay, s/veh		18.2			20.9			25.9			20.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	36.5		32.3	10.0	33.8		32.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.6	39.0		33.0	9.0	36.0		33.0
Max Q Clear Time (g_c+I1), s	14.6	25.5		13.4	6.0	10.2		25.6
Green Ext Time (p_c), s	0.0	7.0		3.1	0.2	3.3		2.6

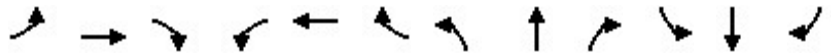
Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	308	171	204	364	165	187	1253	56	60	561	8
Future Volume (veh/h)	40	308	171	204	364	165	187	1253	56	60	561	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	40	308	171	204	364	165	187	1253	56	60	561	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	312	814	441	334	888	396	270	1485	66	76	1389	20
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.08	0.44	0.44	0.04	0.40	0.40
Sat Flow, veh/h	867	2207	1196	923	2408	1074	3401	3410	152	1725	3473	50
Grp Volume(v), veh/h	40	244	235	204	269	260	187	642	667	60	278	291
Grp Sat Flow(s),veh/h/ln	867	1763	1640	923	1791	1692	1700	1749	1813	1725	1721	1802
Q Serve(g_s), s	2.8	8.0	8.3	16.5	8.8	9.0	4.2	25.9	25.9	2.7	9.1	9.1
Cycle Q Clear(g_c), s	11.9	8.0	8.3	24.8	8.8	9.0	4.2	25.9	25.9	2.7	9.1	9.1
Prop In Lane	1.00		0.73	1.00		0.64	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	312	650	605	334	660	624	270	761	790	76	688	721
V/C Ratio(X)	0.13	0.38	0.39	0.61	0.41	0.42	0.69	0.84	0.84	0.79	0.40	0.40
Avail Cap(c_a), veh/h	354	736	685	379	748	707	387	863	895	131	784	821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	18.3	18.4	27.5	18.5	18.6	35.4	19.9	19.9	37.4	17.0	17.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	2.3	0.4	0.4	3.2	6.9	6.8	16.7	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.2	3.1	3.7	3.5	3.4	1.8	11.1	11.5	1.5	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	18.6	18.8	29.8	18.9	19.0	38.6	26.8	26.7	54.1	17.4	17.3
LnGrp LOS	C	B	B	C	B	B	D	C	C	D	B	B
Approach Vol, veh/h		519			733			1496			629	
Approach Delay, s/veh		19.0			22.0			28.2			20.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.5	38.4		33.1	10.3	35.6		33.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.6	39.0		33.0	9.0	36.0		33.0
Max Q Clear Time (g_c+I1), s	14.7	27.9		13.9	6.2	11.1		26.8
Green Ext Time (p_c), s	0.0	6.5		3.1	0.2	3.6		2.3

Intersection Summary		
HCM 6th Ctrl Delay		24.1
HCM 6th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	337	220	246	386	181	242	1913	79	70	750	13
Future Volume (veh/h)	42	337	220	246	386	181	242	1913	79	70	750	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	42	337	220	246	386	181	242	1913	79	70	750	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	249	687	440	252	793	367	319	1750	72	38	1521	26
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.09	0.51	0.51	0.02	0.44	0.44
Sat Flow, veh/h	837	2062	1319	859	2378	1100	3401	3424	140	1725	3461	60
Grp Volume(v), veh/h	42	287	270	246	289	278	242	970	1022	70	373	390
Grp Sat Flow(s),veh/h/ln	837	1763	1618	859	1791	1687	1700	1749	1815	1725	1721	1800
Q Serve(g_s), s	3.8	11.7	12.0	18.0	11.6	11.8	6.2	46.0	46.0	2.0	14.0	14.0
Cycle Q Clear(g_c), s	15.6	11.7	12.0	30.0	11.6	11.8	6.2	46.0	46.0	2.0	14.0	14.0
Prop In Lane	1.00		0.82	1.00		0.65	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	249	588	539	252	597	562	319	894	928	38	756	791
V/C Ratio(X)	0.17	0.49	0.50	0.98	0.48	0.49	0.76	1.09	1.10	1.83	0.49	0.49
Avail Cap(c_a), veh/h	249	588	539	252	597	562	416	894	928	38	756	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	23.9	24.0	38.7	23.9	23.9	39.8	22.0	22.0	44.0	18.0	18.1
Incr Delay (d2), s/veh	0.3	0.6	0.7	50.3	0.6	0.7	5.8	56.1	61.1	456.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.8	4.6	8.9	4.9	4.7	2.8	31.0	33.5	5.7	5.4	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	24.5	24.7	89.0	24.5	24.6	45.6	78.1	83.1	500.4	18.5	18.5
LnGrp LOS	C	C	C	F	C	C	D	F	F	F	B	B
Approach Vol, veh/h		599			813			2234			833	
Approach Delay, s/veh		25.0			44.0			76.9			59.0	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	50.0		34.0	12.4	43.6		34.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.0	46.0		30.0	11.0	37.0		30.0
Max Q Clear Time (g_c+I1), s	4.0	48.0		17.6	8.2	16.0		32.0
Green Ext Time (p_c), s	0.0	0.0		3.0	0.2	4.9		0.0

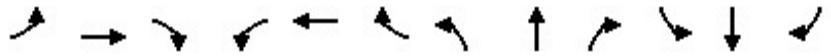
Intersection Summary	
HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	337	224	246	386	181	246	1976	79	70	788	13
Future Volume (veh/h)	42	337	224	246	386	181	246	1976	79	70	788	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	42	337	224	246	386	181	246	1976	79	70	788	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	238	659	429	239	766	354	323	1791	71	38	1557	26
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.09	0.52	0.52	0.02	0.45	0.45
Sat Flow, veh/h	837	2046	1333	856	2378	1100	3401	3429	136	1725	3464	57
Grp Volume(v), veh/h	42	289	272	246	289	278	246	1001	1054	70	391	410
Grp Sat Flow(s),veh/h/ln	837	1763	1616	856	1791	1687	1700	1749	1816	1725	1721	1801
Q Serve(g_s), s	3.9	12.0	12.3	16.7	11.8	12.0	6.4	47.0	47.0	2.0	14.6	14.6
Cycle Q Clear(g_c), s	15.9	12.0	12.3	29.0	11.8	12.0	6.4	47.0	47.0	2.0	14.6	14.6
Prop In Lane	1.00		0.82	1.00		0.65	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	238	568	521	239	577	544	323	913	948	38	773	809
V/C Ratio(X)	0.18	0.51	0.52	1.03	0.50	0.51	0.76	1.10	1.11	1.83	0.51	0.51
Avail Cap(c_a), veh/h	238	568	521	239	577	544	416	913	948	38	773	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	24.7	24.8	39.5	24.7	24.7	39.7	21.5	21.5	44.0	17.7	17.7
Incr Delay (d2), s/veh	0.3	0.8	0.9	66.7	0.7	0.8	6.1	59.6	64.7	456.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.0	4.7	9.7	5.0	4.8	2.9	32.4	35.0	5.7	5.6	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	25.5	25.8	106.1	25.3	25.5	45.8	81.1	86.2	500.4	18.2	18.2
LnGrp LOS	C	C	C	F	C	C	D	F	F	F	B	B
Approach Vol, veh/h		603			813			2301			871	
Approach Delay, s/veh		26.0			49.8			79.7			56.9	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	51.0		33.0	12.5	44.5		33.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	2.0	47.0		29.0	11.0	38.0		29.0
Max Q Clear Time (g_c+I1), s	14.0	49.0		17.9	8.4	16.6		31.0
Green Ext Time (p_c), s	0.0	0.0		2.9	0.2	5.2		0.0

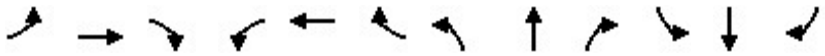
Intersection Summary	
HCM 6th Ctrl Delay	63.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	337	224	246	386	181	246	1976	79	70	788	13
Future Volume (veh/h)	42	337	224	246	386	181	246	1976	79	70	788	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1841	1841	1841	1811	1811	1811
Adj Flow Rate, veh/h	42	337	224	246	386	181	246	1976	79	70	788	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	4	4	4	6	6	6
Cap, veh/h	306	798	520	309	928	429	323	2139	85	77	1908	31
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.10	0.43	0.43	0.04	0.38	0.38
Sat Flow, veh/h	837	2046	1333	856	2378	1100	3401	4957	198	1725	5010	83
Grp Volume(v), veh/h	42	289	272	246	289	278	246	1334	721	70	518	283
Grp Sat Flow(s),veh/h/ln	837	1763	1616	856	1791	1687	1700	1675	1805	1725	1648	1796
Q Serve(g_s), s	3.5	10.7	11.1	23.9	10.5	10.8	6.3	33.7	33.9	3.6	10.4	10.4
Cycle Q Clear(g_c), s	14.2	10.7	11.1	35.0	10.5	10.8	6.3	33.7	33.9	3.6	10.4	10.4
Prop In Lane	1.00		0.82	1.00		0.65	1.00		0.11	1.00		0.05
Lane Grp Cap(c), veh/h	306	688	630	309	699	658	323	1445	779	77	1256	684
V/C Ratio(X)	0.14	0.42	0.43	0.80	0.41	0.42	0.76	0.92	0.93	0.91	0.41	0.41
Avail Cap(c_a), veh/h	306	688	630	309	699	658	417	1457	785	77	1256	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	20.0	20.0	33.7	19.9	20.0	39.6	24.1	24.1	42.7	20.4	20.4
Incr Delay (d2), s/veh	0.2	0.4	0.5	13.6	0.4	0.4	6.0	10.0	16.8	72.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.3	4.1	6.5	4.3	4.2	2.9	14.5	17.2	3.1	3.9	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	20.4	20.5	47.3	20.3	20.4	45.6	34.1	40.9	115.4	20.6	20.8
LnGrp LOS	C	C	C	D	C	C	D	C	D	F	C	C
Approach Vol, veh/h		603			813			2301			871	
Approach Delay, s/veh		20.8			28.5			37.5			28.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	42.7		39.0	12.5	38.2		39.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	39.0		35.0	11.0	32.0		35.0
Max Q Clear Time (g_c+I1), s	5.5	35.9		16.2	8.3	12.4		37.0
Green Ext Time (p_c), s	0.0	2.8		3.7	0.2	5.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	228	176	40	136	100	176	544	44	136	872	36
Future Volume (veh/h)	52	228	176	40	136	100	176	544	44	136	872	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	52	228	176	40	136	100	176	544	44	136	872	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	354	428	316	281	442	303	312	1308	106	181	1414	58
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.39	0.39	0.10	0.40	0.40
Sat Flow, veh/h	1144	1949	1439	981	2016	1383	3456	3330	269	1795	3505	145
Grp Volume(v), veh/h	52	207	197	40	119	117	176	290	298	136	446	462
Grp Sat Flow(s),veh/h/ln	1144	1777	1611	981	1777	1622	1728	1777	1822	1795	1791	1859
Q Serve(g_s), s	1.7	4.3	4.5	1.6	2.3	2.5	2.0	4.9	5.0	3.1	8.3	8.3
Cycle Q Clear(g_c), s	4.2	4.3	4.5	6.1	2.3	2.5	2.0	4.9	5.0	3.1	8.3	8.3
Prop In Lane	1.00		0.89	1.00		0.85	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	354	390	353	281	390	356	312	698	716	181	723	750
V/C Ratio(X)	0.15	0.53	0.56	0.14	0.30	0.33	0.56	0.42	0.42	0.75	0.62	0.62
Avail Cap(c_a), veh/h	595	765	693	488	765	698	909	1444	1481	687	1670	1733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	14.4	14.5	17.2	13.7	13.7	18.2	9.2	9.2	18.3	9.9	9.9
Incr Delay (d2), s/veh	0.2	1.1	1.4	0.2	0.4	0.5	1.6	0.4	0.4	6.1	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.6	1.5	0.3	0.8	0.8	0.8	1.5	1.6	1.4	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	15.5	15.9	17.5	14.1	14.3	19.8	9.6	9.6	24.4	10.8	10.7
LnGrp LOS	B	B	B	B	B	B	B	A	A	C	B	B
Approach Vol, veh/h		456			276			764			1044	
Approach Delay, s/veh		15.7			14.7			12.0			12.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.2	20.4		13.2	7.8	20.9		13.2
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.0	34.0		18.0	11.0	39.0		18.0
Max Q Clear Time (g_c+I1), s	5.1	7.0		6.5	4.0	10.3		8.1
Green Ext Time (p_c), s	0.2	3.8		2.1	0.3	6.6		1.0

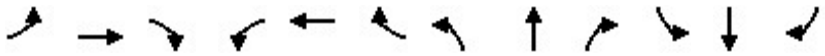
Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	228	182	40	136	100	181	600	44	136	949	36
Future Volume (veh/h)	52	228	182	40	136	100	181	600	44	136	949	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	52	228	182	40	136	100	181	600	44	136	949	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	340	416	318	265	437	300	312	1386	101	181	1489	56
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.41	0.41	0.10	0.42	0.42
Sat Flow, veh/h	1144	1919	1465	976	2016	1383	3456	3357	246	1795	3519	133
Grp Volume(v), veh/h	52	210	200	40	119	117	181	317	327	136	483	502
Grp Sat Flow(s),veh/h/ln	1144	1777	1607	976	1777	1622	1728	1777	1826	1795	1791	1861
Q Serve(g_s), s	1.8	4.7	4.9	1.7	2.5	2.7	2.2	5.7	5.7	3.3	9.5	9.5
Cycle Q Clear(g_c), s	4.5	4.7	4.9	6.7	2.5	2.7	2.2	5.7	5.7	3.3	9.5	9.5
Prop In Lane	1.00		0.91	1.00		0.85	1.00		0.13	1.00		0.07
Lane Grp Cap(c), veh/h	340	386	349	265	386	352	312	733	754	181	758	788
V/C Ratio(X)	0.15	0.55	0.57	0.15	0.31	0.33	0.58	0.43	0.43	0.75	0.64	0.64
Avail Cap(c_a), veh/h	554	718	649	448	718	655	776	1356	1394	645	1608	1671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	15.5	15.6	18.6	14.6	14.7	19.4	9.3	9.4	19.5	10.1	10.1
Incr Delay (d2), s/veh	0.2	1.2	1.5	0.3	0.4	0.6	1.7	0.4	0.4	6.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.7	1.7	0.4	0.9	0.9	0.9	1.8	1.8	1.5	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	16.7	17.1	18.8	15.1	15.3	21.1	9.8	9.7	25.6	11.0	11.0
LnGrp LOS	B	B	B	B	B	B	C	A	A	C	B	B
Approach Vol, veh/h		462			276			825			1121	
Approach Delay, s/veh		16.9			15.7			12.3			12.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	22.4		13.7	8.0	22.9		13.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	16.6	34.0		18.0	10.0	40.0		18.0
Max Q Clear Time (g_c+I1), s	5.3	7.7		6.9	4.2	11.5		8.7
Green Ext Time (p_c), s	0.2	4.2		2.0	0.3	7.4		1.0

Intersection Summary		
HCM 6th Ctrl Delay	13.6	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	249	295	40	164	101	272	727	44	137	1185	36
Future Volume (veh/h)	52	249	295	40	164	101	272	727	44	137	1185	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	52	249	295	40	164	101	272	727	44	137	1185	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	324	450	402	185	547	319	388	1558	94	177	1576	48
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.11	0.46	0.46	0.10	0.44	0.44
Sat Flow, veh/h	1114	1777	1585	862	2160	1260	3456	3404	206	1795	3549	108
Grp Volume(v), veh/h	52	249	295	40	133	132	272	379	392	137	598	623
Grp Sat Flow(s),veh/h/ln	1114	1777	1585	862	1777	1644	1728	1777	1833	1795	1791	1866
Q Serve(g_s), s	2.5	7.7	10.8	2.8	3.8	4.1	4.8	9.3	9.3	4.7	17.6	17.6
Cycle Q Clear(g_c), s	6.6	7.7	10.8	13.6	3.8	4.1	4.8	9.3	9.3	4.7	17.6	17.6
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.11	1.00		0.06
Lane Grp Cap(c), veh/h	324	450	402	185	450	417	388	813	839	177	795	828
V/C Ratio(X)	0.16	0.55	0.73	0.22	0.30	0.32	0.70	0.47	0.47	0.77	0.75	0.75
Avail Cap(c_a), veh/h	360	507	452	213	507	469	603	1070	1104	342	1107	1153
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	20.4	21.6	27.8	19.0	19.1	27.0	11.8	11.8	27.7	14.6	14.6
Incr Delay (d2), s/veh	0.2	1.1	5.4	0.6	0.4	0.4	2.3	0.4	0.4	7.0	1.9	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.1	4.3	0.6	1.5	1.5	2.0	3.3	3.4	2.3	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	21.5	27.0	28.4	19.4	19.5	29.3	12.2	12.2	34.8	16.5	16.5
LnGrp LOS	C	C	C	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		596			305			1043			1358	
Approach Delay, s/veh		24.3			20.6			16.7			18.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	32.9		20.0	11.1	32.0		20.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.6	38.0		18.0	11.0	39.0		18.0
Max Q Clear Time (g_c+I1), s	6.7	11.3		12.8	6.8	19.6		15.6
Green Ext Time (p_c), s	0.1	5.3		1.7	0.4	8.4		0.4

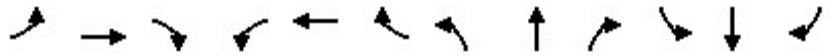
Intersection Summary		
HCM 6th Ctrl Delay		19.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	249	301	40	164	101	277	783	44	137	1262	36
Future Volume (veh/h)	52	249	301	40	164	101	277	783	44	137	1262	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	52	249	301	40	164	101	277	783	44	137	1262	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	320	454	405	177	552	322	387	1596	90	176	1610	46
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.47	0.47	0.10	0.45	0.45
Sat Flow, veh/h	1114	1777	1585	858	2160	1260	3456	3420	192	1795	3556	101
Grp Volume(v), veh/h	52	249	301	40	133	132	277	407	420	137	635	663
Grp Sat Flow(s),veh/h/ln	1114	1777	1585	858	1777	1644	1728	1777	1836	1795	1791	1867
Q Serve(g_s), s	2.6	8.1	11.6	3.0	4.0	4.3	5.2	10.6	10.6	5.0	20.1	20.1
Cycle Q Clear(g_c), s	7.0	8.1	11.6	14.6	4.0	4.3	5.2	10.6	10.6	5.0	20.1	20.1
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.10	1.00		0.05
Lane Grp Cap(c), veh/h	320	454	405	177	454	420	387	829	856	176	811	845
V/C Ratio(X)	0.16	0.55	0.74	0.23	0.29	0.31	0.72	0.49	0.49	0.78	0.78	0.78
Avail Cap(c_a), veh/h	353	506	451	203	506	468	570	986	1018	323	1020	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	21.5	22.8	29.6	20.0	20.1	28.6	12.3	12.3	29.4	15.5	15.5
Incr Delay (d2), s/veh	0.2	1.0	5.9	0.6	0.4	0.4	2.5	0.5	0.4	7.2	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.3	4.7	0.6	1.6	1.6	2.2	3.8	3.9	2.4	7.9	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	22.5	28.7	30.2	20.3	20.5	31.1	12.8	12.7	36.6	18.6	18.6
LnGrp LOS	C	C	C	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		602			305			1104			1435	
Approach Delay, s/veh		25.7			21.7			17.4			20.3	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.5	35.1		21.0	11.5	34.2		21.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	37.0		19.0	11.0	38.0		19.0
Max Q Clear Time (g_c+I1), s	7.0	12.6		13.6	7.2	22.1		16.6
Green Ext Time (p_c), s	0.1	5.6		1.7	0.3	8.1		0.4

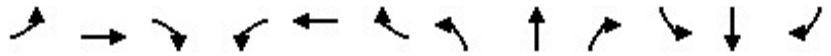
Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	291	433	77	210	130	405	1109	93	171	1982	39
Future Volume (veh/h)	57	291	433	77	210	130	405	1109	93	171	1982	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	57	291	433	77	210	130	405	1109	93	171	1982	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	160	289	258	90	349	207	432	1891	158	211	2021	40
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.13	0.57	0.57	0.12	0.56	0.56
Sat Flow, veh/h	1040	1777	1585	730	2146	1272	3456	3319	278	1795	3593	70
Grp Volume(v), veh/h	57	291	433	77	172	168	405	593	609	171	985	1036
Grp Sat Flow(s),veh/h/ln	1040	1777	1585	730	1777	1641	1728	1777	1820	1795	1791	1872
Q Serve(g_s), s	4.3	13.0	13.0	0.0	7.2	7.6	9.3	17.3	17.3	7.4	42.7	43.4
Cycle Q Clear(g_c), s	12.0	13.0	13.0	13.0	7.2	7.6	9.3	17.3	17.3	7.4	42.7	43.4
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.15	1.00		0.04
Lane Grp Cap(c), veh/h	160	289	258	90	289	267	432	1012	1037	211	1007	1053
V/C Ratio(X)	0.36	1.01	1.68	0.86	0.60	0.63	0.94	0.59	0.59	0.81	0.98	0.98
Avail Cap(c_a), veh/h	160	289	258	90	289	267	432	1012	1037	337	1007	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	33.5	33.5	40.0	31.1	31.3	34.7	11.1	11.1	34.4	17.0	17.1
Incr Delay (d2), s/veh	1.3	55.0	322.9	51.2	3.3	4.7	28.2	0.9	0.9	7.6	22.9	23.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.8	27.9	2.8	3.3	3.3	5.5	6.2	6.4	3.6	21.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	88.5	356.4	91.2	34.4	35.9	62.9	12.0	12.0	42.0	39.9	40.9
LnGrp LOS	D	F	F	F	C	D	E	B	B	D	D	D
Approach Vol, veh/h		781			417			1607			2192	
Approach Delay, s/veh		233.3			45.5			24.8			40.6	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	49.6		17.0	14.0	49.0		17.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.6	40.0		13.0	10.0	45.0		13.0
Max Q Clear Time (g_c+I1), s	9.4	19.3		15.0	11.3	45.4		15.0
Green Ext Time (p_c), s	0.2	8.6		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.0
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	291	439	77	210	130	410	1165	93	171	2059	39
Future Volume (veh/h)	57	291	439	77	210	130	410	1165	93	171	2059	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	57	291	439	77	210	130	410	1165	93	171	2059	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	160	289	258	90	349	207	432	1899	151	211	2023	38
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.13	0.57	0.57	0.12	0.56	0.56
Sat Flow, veh/h	1040	1777	1585	726	2146	1272	3456	3334	266	1795	3596	68
Grp Volume(v), veh/h	57	291	439	77	172	168	410	620	638	171	1022	1076
Grp Sat Flow(s),veh/h/ln	1040	1777	1585	726	1777	1641	1728	1777	1823	1795	1791	1873
Q Serve(g_s), s	4.3	13.0	13.0	0.0	7.2	7.6	9.4	18.5	18.5	7.4	45.0	45.0
Cycle Q Clear(g_c), s	12.0	13.0	13.0	13.0	7.2	7.6	9.4	18.5	18.5	7.4	45.0	45.0
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.15	1.00		0.04
Lane Grp Cap(c), veh/h	160	289	258	90	289	267	432	1012	1038	211	1007	1054
V/C Ratio(X)	0.36	1.01	1.70	0.86	0.60	0.63	0.95	0.61	0.61	0.81	1.01	1.02
Avail Cap(c_a), veh/h	160	289	258	90	289	267	432	1012	1038	337	1007	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	33.5	33.5	40.0	31.1	31.3	34.7	11.4	11.4	34.4	17.5	17.5
Incr Delay (d2), s/veh	1.3	55.0	333.1	51.2	3.3	4.7	30.6	1.1	1.1	7.6	32.0	33.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.8	28.7	2.8	3.3	3.3	5.7	6.7	6.9	3.6	24.7	26.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.2	88.5	366.6	91.2	34.4	35.9	65.4	12.5	12.5	42.0	49.5	50.7
LnGrp LOS	D	F	F	F	C	D	E	B	B	D	F	F
Approach Vol, veh/h		787			417			1668			2269	
Approach Delay, s/veh		240.0			45.5			25.5			49.5	
Approach LOS		F			D			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	49.6		17.0	14.0	49.0		17.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.6	40.0		13.0	10.0	45.0		13.0
Max Q Clear Time (g_c+I1), s	9.4	20.5		15.0	11.4	47.0		15.0
Green Ext Time (p_c), s	0.2	8.8		0.0	0.0	0.0		0.0

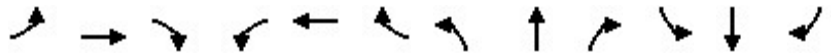
Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	291	439	77	210	130	410	1165	93	171	2059	39
Future Volume (veh/h)	57	291	439	77	210	130	410	1165	93	171	2059	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	57	291	439	77	210	130	410	1165	93	171	2059	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	280	472	421	91	570	338	437	2241	179	212	2373	45
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.13	0.46	0.46	0.12	0.46	0.46
Sat Flow, veh/h	1040	1777	1585	726	2146	1272	3456	4821	385	1795	5200	98
Grp Volume(v), veh/h	57	291	439	77	172	168	410	822	436	171	1358	740
Grp Sat Flow(s),veh/h/ln	1040	1777	1585	726	1777	1641	1728	1702	1801	1795	1716	1867
Q Serve(g_s), s	3.8	11.4	21.0	0.0	6.2	6.6	9.3	13.5	13.5	7.3	28.2	28.2
Cycle Q Clear(g_c), s	10.4	11.4	21.0	21.0	6.2	6.6	9.3	13.5	13.5	7.3	28.2	28.2
Prop In Lane	1.00		1.00	1.00		0.77	1.00		0.21	1.00		0.05
Lane Grp Cap(c), veh/h	280	472	421	91	472	436	437	1583	837	212	1566	852
V/C Ratio(X)	0.20	0.62	1.04	0.85	0.37	0.39	0.94	0.52	0.52	0.81	0.87	0.87
Avail Cap(c_a), veh/h	280	472	421	91	472	436	437	1583	837	340	1605	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	25.5	29.1	39.6	23.6	23.8	34.2	14.9	14.9	34.0	19.3	19.4
Incr Delay (d2), s/veh	0.4	2.4	55.6	48.5	0.5	0.6	28.2	0.3	0.6	7.2	5.2	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.9	14.1	2.7	2.6	2.5	5.5	4.9	5.2	3.5	11.3	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	27.9	84.7	88.0	24.1	24.3	62.4	15.2	15.5	41.2	24.6	28.6
LnGrp LOS	C	C	F	F	C	C	E	B	B	D	C	C
Approach Vol, veh/h		787			417			1668			2269	
Approach Delay, s/veh		59.6			36.0			26.9			27.1	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	40.8		25.0	14.0	40.1		25.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.6	32.0		21.0	10.0	37.0		21.0
Max Q Clear Time (g_c+I1), s	9.3	15.5		23.0	11.3	30.2		23.0
Green Ext Time (p_c), s	0.2	8.0		0.0	0.0	5.9		0.0

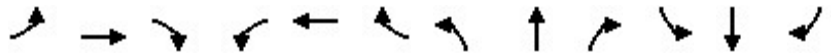
Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	212	88	104	236	148	160	960	208	36	284	4
Future Volume (veh/h)	32	212	88	104	236	148	160	960	208	36	284	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	212	88	104	236	41	160	960	208	36	284	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	339	370	154	290	560	475	208	1360	294	42	1293	18
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.47	0.47	0.02	0.38	0.38
Sat Flow, veh/h	1093	1245	517	1088	1885	1598	1767	2882	624	1697	3417	48
Grp Volume(v), veh/h	32	0	300	104	236	41	160	587	581	36	140	148
Grp Sat Flow(s),veh/h/ln	1093	0	1762	1088	1885	1598	1767	1763	1743	1697	1692	1773
Q Serve(g_s), s	1.4	0.0	8.4	5.2	5.8	1.1	5.1	15.3	15.4	1.2	3.3	3.3
Cycle Q Clear(g_c), s	7.3	0.0	8.4	13.6	5.8	1.1	5.1	15.3	15.4	1.2	3.3	3.3
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.36	1.00		0.03
Lane Grp Cap(c), veh/h	339	0	524	290	560	475	208	831	822	42	641	671
V/C Ratio(X)	0.09	0.00	0.57	0.36	0.42	0.09	0.77	0.71	0.71	0.86	0.22	0.22
Avail Cap(c_a), veh/h	597	0	940	547	1006	852	547	1547	1530	175	1136	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	17.3	23.0	16.4	14.7	24.9	12.2	12.2	28.2	12.2	12.2
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.7	0.5	0.1	5.9	1.1	1.1	37.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.2	1.3	2.4	0.4	2.3	5.2	5.2	0.9	1.1	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	18.3	23.8	16.9	14.8	30.8	13.3	13.3	65.2	12.4	12.4
LnGrp LOS	B	A	B	C	B	B	C	B	B	E	B	B
Approach Vol, veh/h		332			381			1328			324	
Approach Delay, s/veh		18.4			18.6			15.4			18.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	31.4		21.3	10.8	26.0		21.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.6	51.0		31.0	18.0	39.0		31.0
Max Q Clear Time (g_c+I1), s	3.2	17.4		10.4	7.1	5.3		15.6
Green Ext Time (p_c), s	0.0	10.0		1.9	0.3	1.8		1.7

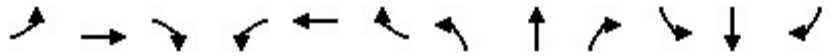
Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	215	91	104	239	148	163	1021	208	36	319	4
Future Volume (veh/h)	32	215	91	104	239	148	163	1021	208	36	319	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	215	91	104	239	41	163	1021	208	36	319	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	329	367	155	277	559	474	210	1414	287	42	1336	17
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.12	0.48	0.48	0.02	0.39	0.39
Sat Flow, veh/h	1090	1237	524	1082	1885	1598	1767	2918	593	1697	3423	43
Grp Volume(v), veh/h	32	0	306	104	239	41	163	616	613	36	158	165
Grp Sat Flow(s),veh/h/ln	1090	0	1761	1082	1885	1598	1767	1763	1749	1697	1692	1774
Q Serve(g_s), s	1.5	0.0	9.1	5.6	6.3	1.1	5.5	17.1	17.2	1.3	3.9	3.9
Cycle Q Clear(g_c), s	7.8	0.0	9.1	14.7	6.3	1.1	5.5	17.1	17.2	1.3	3.9	3.9
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.34	1.00		0.02
Lane Grp Cap(c), veh/h	329	0	523	277	559	474	210	854	847	42	661	692
V/C Ratio(X)	0.10	0.00	0.59	0.37	0.43	0.09	0.78	0.72	0.72	0.86	0.24	0.24
Avail Cap(c_a), veh/h	534	0	854	481	914	775	514	1482	1470	165	1094	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	18.5	24.8	17.5	15.7	26.4	12.6	12.7	30.1	12.7	12.7
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.8	0.5	0.1	6.0	1.2	1.2	35.8	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.6	1.4	2.6	0.4	2.5	5.9	5.9	0.9	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	19.6	25.6	18.0	15.8	32.5	13.8	13.8	65.9	12.9	12.9
LnGrp LOS	C	A	B	C	B	B	C	B	B	E	B	B
Approach Vol, veh/h		338			384			1392			359	
Approach Delay, s/veh		19.7			19.9			16.0			18.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.5	34.0		22.4	11.4	28.1		22.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.6	52.0		30.0	18.0	40.0		30.0
Max Q Clear Time (g_c+I1), s	3.3	19.2		11.1	7.5	5.9		16.7
Green Ext Time (p_c), s	0.0	10.8		1.9	0.3	2.0		1.6

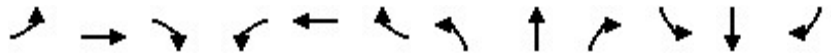
Intersection Summary		
HCM 6th Ctrl Delay		17.4
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	217	91	112	244	174	167	1218	219	45	369	4
Future Volume (veh/h)	32	217	91	112	244	174	167	1218	219	45	369	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	217	91	112	244	67	167	1218	219	45	369	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	291	363	152	247	551	467	208	1554	277	55	1490	16
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.12	0.52	0.52	0.03	0.43	0.43
Sat Flow, veh/h	1060	1241	521	1080	1885	1598	1767	2989	534	1697	3430	37
Grp Volume(v), veh/h	32	0	308	112	244	67	167	715	722	45	182	191
Grp Sat Flow(s),veh/h/ln	1060	0	1762	1080	1885	1598	1767	1763	1759	1697	1692	1775
Q Serve(g_s), s	2.0	0.0	11.6	7.7	8.1	2.4	7.1	25.3	25.8	2.0	5.3	5.3
Cycle Q Clear(g_c), s	10.1	0.0	11.6	19.2	8.1	2.4	7.1	25.3	25.8	2.0	5.3	5.3
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.30	1.00		0.02
Lane Grp Cap(c), veh/h	291	0	515	247	551	467	208	917	915	55	735	771
V/C Ratio(X)	0.11	0.00	0.60	0.45	0.44	0.14	0.80	0.78	0.79	0.82	0.25	0.25
Avail Cap(c_a), veh/h	380	0	662	337	709	600	389	1234	1231	110	921	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	23.4	31.7	22.2	20.2	33.2	15.0	15.1	37.1	13.8	13.8
Incr Delay (d2), s/veh	0.2	0.0	1.1	1.3	0.6	0.1	7.0	2.3	2.5	24.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	4.7	2.0	3.5	0.9	3.4	9.5	9.7	1.2	1.9	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	24.6	33.0	22.8	20.3	40.1	17.3	17.6	61.7	14.0	14.0
LnGrp LOS	C	A	C	C	C	C	D	B	B	E	B	B
Approach Vol, veh/h		340			423			1604			418	
Approach Delay, s/veh		24.7			25.1			19.8			19.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	44.1		26.5	13.1	37.5		26.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	54.0		29.0	17.0	42.0		29.0
Max Q Clear Time (g_c+I1), s	4.0	27.8		13.6	9.1	7.3		21.2
Green Ext Time (p_c), s	0.0	12.3		1.8	0.3	2.4		1.3

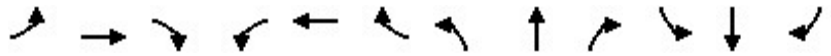
Intersection Summary		
HCM 6th Ctrl Delay	21.1	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	220	94	112	247	174	170	1279	219	45	404	4
Future Volume (veh/h)	32	220	94	112	247	174	170	1279	219	45	404	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	220	94	112	247	67	170	1279	219	45	404	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	285	361	154	237	551	467	210	1591	270	55	1515	15
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.12	0.53	0.53	0.03	0.44	0.44
Sat Flow, veh/h	1057	1234	527	1074	1885	1598	1767	3014	512	1697	3434	34
Grp Volume(v), veh/h	32	0	314	112	247	67	170	743	755	45	199	209
Grp Sat Flow(s),veh/h/ln	1057	0	1761	1074	1885	1598	1767	1763	1763	1697	1692	1775
Q Serve(g_s), s	2.1	0.0	12.5	8.2	8.7	2.5	7.6	28.1	28.8	2.1	6.1	6.1
Cycle Q Clear(g_c), s	10.8	0.0	12.5	20.7	8.7	2.5	7.6	28.1	28.8	2.1	6.1	6.1
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	285	0	515	237	551	467	210	930	931	55	747	783
V/C Ratio(X)	0.11	0.00	0.61	0.47	0.45	0.14	0.81	0.80	0.81	0.81	0.27	0.27
Avail Cap(c_a), veh/h	352	0	626	305	671	568	390	1168	1168	104	851	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	0.0	24.8	33.7	23.5	21.3	35.0	15.7	15.9	39.2	14.4	14.4
Incr Delay (d2), s/veh	0.2	0.0	1.2	1.5	0.6	0.1	7.2	3.2	3.5	24.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.2	2.2	3.8	0.9	3.6	10.8	11.2	1.2	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	26.0	35.2	24.1	21.4	42.2	18.9	19.4	63.2	14.6	14.6
LnGrp LOS	C	A	C	D	C	C	D	B	B	E	B	B
Approach Vol, veh/h		346			426			1668			453	
Approach Delay, s/veh		26.2			26.6			21.5			19.4	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	47.0		27.8	13.7	40.0		27.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	5.0	54.0		29.0	18.0	41.0		29.0
Max Q Clear Time (g_c+I1), s	4.1	30.8		14.5	9.6	8.1		22.7
Green Ext Time (p_c), s	0.0	12.2		1.8	0.3	2.6		1.1

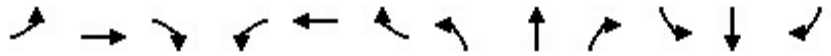
Intersection Summary		
HCM 6th Ctrl Delay	22.5	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	247	155	130	353	187	221	1884	240	50	529	4
Future Volume (veh/h)	32	247	155	130	353	187	221	1884	240	50	529	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	247	155	130	353	80	221	1884	240	50	529	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	192	309	194	147	547	463	257	1766	220	51	1531	12
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.56	0.56	0.03	0.44	0.44
Sat Flow, veh/h	948	1066	669	991	1885	1598	1767	3154	393	1697	3443	26
Grp Volume(v), veh/h	32	0	402	130	353	80	221	1035	1089	50	260	273
Grp Sat Flow(s),veh/h/ln	948	0	1735	991	1885	1598	1767	1763	1785	1697	1692	1777
Q Serve(g_s), s	3.1	0.0	21.4	7.6	16.4	3.7	12.2	56.0	56.0	2.9	10.1	10.1
Cycle Q Clear(g_c), s	19.4	0.0	21.4	29.0	16.4	3.7	12.2	56.0	56.0	2.9	10.1	10.1
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	192	0	503	147	547	463	257	987	999	51	753	790
V/C Ratio(X)	0.17	0.00	0.80	0.88	0.65	0.17	0.86	1.05	1.09	0.98	0.35	0.35
Avail Cap(c_a), veh/h	192	0	503	147	547	463	371	987	999	51	753	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	0.0	32.8	47.8	31.0	26.5	41.7	22.0	22.0	48.5	18.2	18.2
Incr Delay (d2), s/veh	0.4	0.0	8.9	42.0	2.6	0.2	13.1	42.1	56.1	119.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	10.0	4.9	7.7	1.4	6.2	32.5	36.8	2.9	3.9	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	41.7	89.8	33.6	26.7	54.9	64.1	78.1	167.9	18.5	18.5
LnGrp LOS	D	A	D	F	C	C	D	F	F	F	B	B
Approach Vol, veh/h		434			563			2345			583	
Approach Delay, s/veh		41.5			45.6			69.8			31.3	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	60.0		33.0	18.5	48.5		33.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	3.0	56.0		29.0	21.0	38.0		29.0
Max Q Clear Time (g_c+I1), s	14.9	58.0		23.4	14.2	12.1		31.0
Green Ext Time (p_c), s	0.0	0.0		1.3	0.3	3.4		0.0

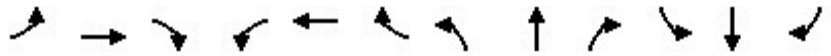
Intersection Summary	
HCM 6th Ctrl Delay	57.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	250	158	130	356	187	224	1945	240	50	564	4
Future Volume (veh/h)	32	250	158	130	356	187	224	1945	240	50	564	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	250	158	130	356	80	224	1945	240	50	564	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	190	308	195	143	547	463	260	1773	214	51	1526	11
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.56	0.56	0.03	0.44	0.44
Sat Flow, veh/h	945	1063	672	985	1885	1598	1767	3167	383	1697	3445	24
Grp Volume(v), veh/h	32	0	408	130	356	80	224	1064	1121	50	277	291
Grp Sat Flow(s),veh/h/ln	945	0	1735	985	1885	1598	1767	1763	1787	1697	1692	1777
Q Serve(g_s), s	3.1	0.0	21.8	7.2	16.5	3.7	12.4	56.0	56.0	2.9	10.9	10.9
Cycle Q Clear(g_c), s	19.6	0.0	21.8	29.0	16.5	3.7	12.4	56.0	56.0	2.9	10.9	10.9
Prop In Lane	1.00		0.39	1.00		1.00	1.00		0.21	1.00		0.01
Lane Grp Cap(c), veh/h	190	0	503	143	547	463	260	987	1001	51	750	787
V/C Ratio(X)	0.17	0.00	0.81	0.91	0.65	0.17	0.86	1.08	1.12	0.98	0.37	0.37
Avail Cap(c_a), veh/h	190	0	503	143	547	463	371	987	1001	51	750	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	0.0	33.0	48.1	31.1	26.5	41.7	22.0	22.0	48.5	18.5	18.5
Incr Delay (d2), s/veh	0.4	0.0	9.7	49.8	2.7	0.2	13.5	52.2	67.4	119.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	10.3	5.2	7.8	1.4	6.3	35.2	39.9	2.9	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	42.7	97.9	33.8	26.7	55.2	74.2	89.4	167.9	18.8	18.8
LnGrp LOS	D	A	D	F	C	C	E	F	F	F	B	B
Approach Vol, veh/h		440			566			2409			618	
Approach Delay, s/veh		42.5			47.5			79.5			30.9	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	60.0		33.0	18.7	48.3		33.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	3.0	56.0		29.0	21.0	38.0		29.0
Max Q Clear Time (g_c+I1), s	14.9	58.0		23.8	14.4	12.9		31.0
Green Ext Time (p_c), s	0.0	0.0		1.3	0.3	3.6		0.0

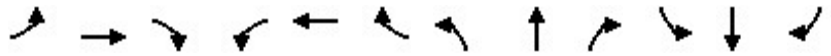
Intersection Summary		
HCM 6th Ctrl Delay	63.5	
HCM 6th LOS	E	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	250	158	130	356	187	224	1945	240	50	564	4
Future Volume (veh/h)	32	250	158	130	356	187	224	1945	240	50	564	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1885	1885	1885	1856	1856	1856	1781	1781	1781
Adj Flow Rate, veh/h	32	250	158	130	356	80	224	1945	240	50	564	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	1	1	1	3	3	3	8	8	8
Cap, veh/h	86	373	316	148	379	321	260	2032	246	63	1831	13
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.15	0.64	0.64	0.04	0.53	0.53
Sat Flow, veh/h	945	1856	1572	985	1885	1598	1767	3167	383	1697	3445	24
Grp Volume(v), veh/h	32	250	158	130	356	80	224	1064	1121	50	277	291
Grp Sat Flow(s),veh/h/ln	945	1856	1572	985	1885	1598	1767	1763	1787	1697	1692	1777
Q Serve(g_s), s	1.5	12.4	8.9	7.6	18.5	4.2	12.3	54.4	60.0	2.9	9.1	9.1
Cycle Q Clear(g_c), s	20.0	12.4	8.9	20.0	18.5	4.2	12.3	54.4	60.0	2.9	9.1	9.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.01
Lane Grp Cap(c), veh/h	86	373	316	148	379	321	260	1131	1147	63	900	945
V/C Ratio(X)	0.37	0.67	0.50	0.88	0.94	0.25	0.86	0.94	0.98	0.80	0.31	0.31
Avail Cap(c_a), veh/h	86	373	316	148	379	321	373	1133	1148	68	900	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	36.8	35.4	47.6	39.2	33.5	41.5	16.1	17.1	47.6	13.1	13.1
Incr Delay (d2), s/veh	2.6	4.6	1.2	41.4	31.3	0.4	13.3	14.8	21.2	44.3	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.0	3.5	4.9	11.7	1.7	6.3	23.5	27.8	2.0	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	41.4	36.6	89.0	70.5	33.9	54.8	30.9	38.3	91.9	13.3	13.2
LnGrp LOS	D	D	D	F	E	C	D	C	D	F	B	B
Approach Vol, veh/h		440			566			2409			618	
Approach Delay, s/veh		40.4			69.6			36.6			19.6	
Approach LOS		D			E			D			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.7	67.9		24.0	18.6	56.9		24.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	64.0		20.0	21.0	47.0		20.0
Max Q Clear Time (g_c+I1), s	14.9	62.0		22.0	14.3	11.1		22.0
Green Ext Time (p_c), s	0.0	1.9		0.0	0.3	3.8		0.0

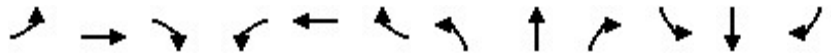
Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	120	168	60	180	28	164	340	88	100	892	32
Future Volume (veh/h)	8	120	168	60	180	28	164	340	88	100	892	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	120	168	60	180	6	164	340	88	100	892	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	360	185	258	261	493	418	216	1199	306	131	1339	48
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.12	0.43	0.43	0.07	0.38	0.38
Sat Flow, veh/h	1198	705	987	1100	1885	1598	1767	2781	710	1781	3499	126
Grp Volume(v), veh/h	8	0	288	60	180	6	164	214	214	100	453	471
Grp Sat Flow(s),veh/h/ln	1198	0	1693	1100	1885	1598	1767	1763	1728	1781	1777	1848
Q Serve(g_s), s	0.3	0.0	7.8	2.6	4.0	0.1	4.6	4.0	4.1	2.8	10.9	10.9
Cycle Q Clear(g_c), s	4.3	0.0	7.8	10.4	4.0	0.1	4.6	4.0	4.1	2.8	10.9	10.9
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.41	1.00		0.07
Lane Grp Cap(c), veh/h	360	0	443	261	493	418	216	760	745	131	680	707
V/C Ratio(X)	0.02	0.00	0.65	0.23	0.36	0.01	0.76	0.28	0.29	0.76	0.67	0.67
Avail Cap(c_a), veh/h	676	0	890	552	991	840	654	1613	1581	485	1453	1511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	16.9	21.5	15.5	14.1	21.8	9.5	9.5	23.4	13.1	13.1
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.4	0.5	0.0	5.4	0.2	0.2	8.9	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.9	0.7	1.6	0.0	2.1	1.3	1.3	1.4	3.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	0.0	18.5	21.9	15.9	14.1	27.2	9.7	9.7	32.2	14.3	14.2
LnGrp LOS	B	A	B	C	B	B	C	A	A	C	B	B
Approach Vol, veh/h		296			246			592			1024	
Approach Delay, s/veh		18.5			17.4			14.5			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	26.2		17.4	10.3	23.7		17.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	47.0		27.0	19.0	42.0		27.0
Max Q Clear Time (g_c+I1), s	4.3	6.1		9.8	6.6	12.9		12.4
Green Ext Time (p_c), s	0.1	2.8		1.7	0.3	6.8		1.0

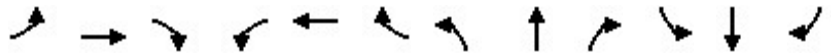
Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	124	172	60	183	28	167	392	88	100	966	32
Future Volume (veh/h)	8	124	172	60	183	28	167	392	88	100	966	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	124	172	60	183	6	167	392	88	100	966	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	348	186	258	245	495	419	217	1286	286	130	1400	46
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.12	0.45	0.45	0.07	0.40	0.40
Sat Flow, veh/h	1194	709	984	1092	1885	1598	1767	2866	637	1781	3510	116
Grp Volume(v), veh/h	8	0	296	60	183	6	167	240	240	100	489	509
Grp Sat Flow(s),veh/h/ln	1194	0	1693	1092	1885	1598	1767	1763	1741	1781	1777	1849
Q Serve(g_s), s	0.3	0.0	8.7	2.9	4.4	0.2	5.1	4.8	4.9	3.1	12.7	12.7
Cycle Q Clear(g_c), s	4.7	0.0	8.7	11.6	4.4	0.2	5.1	4.8	4.9	3.1	12.7	12.7
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.37	1.00		0.06
Lane Grp Cap(c), veh/h	348	0	444	245	495	419	217	791	781	130	709	738
V/C Ratio(X)	0.02	0.00	0.67	0.24	0.37	0.01	0.77	0.30	0.31	0.77	0.69	0.69
Avail Cap(c_a), veh/h	615	0	822	489	915	776	572	1553	1534	384	1374	1430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	18.3	23.5	16.8	15.2	23.6	9.8	9.8	25.3	13.9	13.9
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.5	0.5	0.0	5.6	0.2	0.2	9.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.3	0.7	1.8	0.1	2.3	1.6	1.6	1.5	4.6	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	20.1	24.0	17.2	15.2	29.2	10.0	10.0	34.3	15.1	15.0
LnGrp LOS	B	A	C	C	B	B	C	A	B	C	B	B
Approach Vol, veh/h		304			249			647			1098	
Approach Delay, s/veh		20.0			18.8			15.0			16.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	29.0		18.6	10.8	26.2		18.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	49.0		27.0	18.0	43.0		27.0
Max Q Clear Time (g_c+I1), s	5.1	6.9		10.7	7.1	14.7		13.6
Green Ext Time (p_c), s	0.1	3.2		1.7	0.3	7.5		1.0

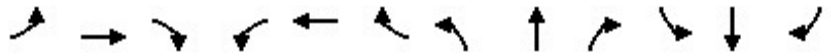
Intersection Summary			
HCM 6th Ctrl Delay		16.9	
HCM 6th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	130	176	84	187	42	169	497	110	127	1174	32
Future Volume (veh/h)	8	130	176	84	187	42	169	497	110	127	1174	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	130	176	84	187	20	169	497	110	127	1174	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	331	198	268	226	517	438	214	1332	293	164	1536	42
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.46	0.46	0.09	0.43	0.43
Sat Flow, veh/h	1175	720	975	1082	1885	1598	1767	2872	632	1781	3534	96
Grp Volume(v), veh/h	8	0	306	84	187	20	169	304	303	127	590	616
Grp Sat Flow(s),veh/h/ln	1175	0	1695	1082	1885	1598	1767	1763	1742	1781	1777	1853
Q Serve(g_s), s	0.4	0.0	11.3	5.3	5.6	0.6	6.6	7.9	8.0	4.9	19.9	19.9
Cycle Q Clear(g_c), s	6.0	0.0	11.3	16.6	5.6	0.6	6.6	7.9	8.0	4.9	19.9	19.9
Prop In Lane	1.00		0.58	1.00		1.00	1.00		0.36	1.00		0.05
Lane Grp Cap(c), veh/h	331	0	465	226	517	438	214	817	808	164	772	806
V/C Ratio(X)	0.02	0.00	0.66	0.37	0.36	0.05	0.79	0.37	0.38	0.78	0.76	0.76
Avail Cap(c_a), veh/h	441	0	624	327	694	588	450	1198	1184	353	1107	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	22.7	30.0	20.6	18.8	30.2	12.3	12.3	31.3	16.9	16.9
Incr Delay (d2), s/veh	0.0	0.0	1.6	1.0	0.4	0.0	6.5	0.3	0.3	7.6	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.4	1.4	2.4	0.2	3.1	2.9	2.9	2.4	7.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	24.3	31.0	21.1	18.9	36.6	12.6	12.6	39.0	18.9	18.8
LnGrp LOS	C	A	C	C	C	B	D	B	B	D	B	B
Approach Vol, veh/h		314			291			776			1333	
Approach Delay, s/veh		24.2			23.8			17.8			20.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.5	36.7		23.4	12.5	34.7		23.4
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	14.0	48.0		26.0	18.0	44.0		26.0
Max Q Clear Time (g_c+I1), s	6.9	10.0		13.3	8.6	21.9		18.6
Green Ext Time (p_c), s	0.2	4.2		1.5	0.3	8.8		0.8

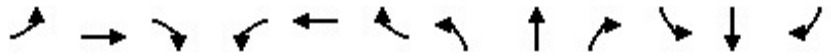
Intersection Summary		
HCM 6th Ctrl Delay	20.6	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	134	180	84	190	42	172	549	110	127	1248	32
Future Volume (veh/h)	8	134	180	84	190	42	172	549	110	127	1248	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	134	180	84	190	20	172	549	110	127	1248	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	321	199	267	212	519	440	213	1398	279	163	1585	41
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.12	0.48	0.48	0.09	0.45	0.45
Sat Flow, veh/h	1172	724	972	1074	1885	1598	1767	2928	585	1781	3540	91
Grp Volume(v), veh/h	8	0	314	84	190	20	172	330	329	127	626	654
Grp Sat Flow(s),veh/h/ln	1172	0	1695	1074	1885	1598	1767	1763	1750	1781	1777	1854
Q Serve(g_s), s	0.4	0.0	12.7	5.8	6.2	0.7	7.3	9.2	9.3	5.4	23.1	23.1
Cycle Q Clear(g_c), s	6.7	0.0	12.7	18.5	6.2	0.7	7.3	9.2	9.3	5.4	23.1	23.1
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.33	1.00		0.05
Lane Grp Cap(c), veh/h	321	0	467	212	519	440	213	841	835	163	796	830
V/C Ratio(X)	0.02	0.00	0.67	0.40	0.37	0.05	0.81	0.39	0.39	0.78	0.79	0.79
Avail Cap(c_a), veh/h	395	0	574	280	638	541	368	1102	1094	325	1064	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	24.8	33.0	22.4	20.4	32.9	12.9	12.9	34.1	18.1	18.1
Incr Delay (d2), s/veh	0.0	0.0	2.3	1.2	0.4	0.0	7.0	0.3	0.3	7.9	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	5.1	1.5	2.7	0.3	3.4	3.4	3.4	2.6	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.0	27.0	34.2	22.9	20.5	39.9	13.2	13.2	42.0	21.0	20.9
LnGrp LOS	C	A	C	C	C	C	D	B	B	D	C	C
Approach Vol, veh/h		322			294			831			1407	
Approach Delay, s/veh		27.0			25.9			18.7			22.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	40.7		25.1	13.3	38.4		25.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	14.0	48.0		26.0	16.0	46.0		26.0
Max Q Clear Time (g_c+I1), s	7.4	11.3		14.7	9.3	25.1		20.5
Green Ext Time (p_c), s	0.2	4.7		1.5	0.2	9.3		0.7

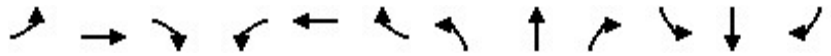
Intersection Summary		
HCM 6th Ctrl Delay	22.4	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	262	299	112	252	57	298	759	136	148	1858	32
Future Volume (veh/h)	8	262	299	112	252	57	298	759	136	148	1858	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	262	299	112	252	35	298	759	136	148	1858	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	307	255	291	72	603	511	212	1370	245	180	1573	27
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.12	0.46	0.46	0.10	0.44	0.44
Sat Flow, veh/h	1092	797	910	856	1885	1598	1767	2987	535	1781	3575	61
Grp Volume(v), veh/h	8	0	561	112	252	35	298	448	447	148	921	969
Grp Sat Flow(s),veh/h/ln	1092	0	1707	856	1885	1598	1767	1763	1759	1781	1777	1859
Q Serve(g_s), s	0.6	0.0	32.0	0.0	10.5	1.5	12.0	18.4	18.4	8.1	44.0	44.0
Cycle Q Clear(g_c), s	11.1	0.0	32.0	32.0	10.5	1.5	12.0	18.4	18.4	8.1	44.0	44.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.30	1.00		0.03
Lane Grp Cap(c), veh/h	307	0	546	72	603	511	212	809	807	180	782	818
V/C Ratio(X)	0.03	0.00	1.03	1.56	0.42	0.07	1.41	0.55	0.55	0.82	1.18	1.18
Avail Cap(c_a), veh/h	307	0	546	72	603	511	212	809	807	267	782	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	34.0	50.0	26.7	23.6	44.0	19.6	19.6	44.0	28.0	28.0
Incr Delay (d2), s/veh	0.0	0.0	45.6	307.0	0.5	0.1	208.1	0.8	0.8	12.0	93.3	95.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	19.8	7.9	4.7	0.6	17.5	7.5	7.5	4.2	37.9	40.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	79.6	357.0	27.1	23.7	252.1	20.5	20.5	56.0	121.3	123.3
LnGrp LOS	C	A	F	F	C	C	F	C	C	E	F	F
Approach Vol, veh/h		569			399			1193			2038	
Approach Delay, s/veh		79.0			119.4			78.3			117.5	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.1	49.9		36.0	16.0	48.0		36.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.0	41.0		32.0	12.0	44.0		32.0
Max Q Clear Time (g_c+I1), s	10.1	20.4		34.0	14.0	46.0		34.0
Green Ext Time (p_c), s	0.1	6.0		0.0	0.0	0.0		0.0

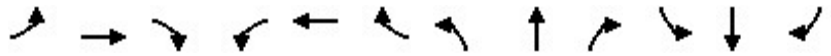
Intersection Summary	
HCM 6th Ctrl Delay	101.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	266	303	112	255	57	301	811	136	148	1932	32
Future Volume (veh/h)	8	266	303	112	255	57	301	811	136	148	1932	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	266	303	112	255	35	301	811	136	148	1932	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	305	255	291	72	603	511	212	1386	232	180	1574	26
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.12	0.46	0.46	0.10	0.44	0.44
Sat Flow, veh/h	1089	798	909	849	1885	1598	1767	3021	507	1781	3577	59
Grp Volume(v), veh/h	8	0	569	112	255	35	301	473	474	148	957	1007
Grp Sat Flow(s),veh/h/ln	1089	0	1707	849	1885	1598	1767	1763	1764	1781	1777	1860
Q Serve(g_s), s	0.6	0.0	32.0	0.0	10.6	1.5	12.0	19.9	19.9	8.1	44.0	44.0
Cycle Q Clear(g_c), s	11.2	0.0	32.0	32.0	10.6	1.5	12.0	19.9	19.9	8.1	44.0	44.0
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	305	0	546	72	603	511	212	809	809	180	782	818
V/C Ratio(X)	0.03	0.00	1.04	1.56	0.42	0.07	1.42	0.59	0.59	0.82	1.22	1.23
Avail Cap(c_a), veh/h	305	0	546	72	603	511	212	809	809	267	782	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	34.0	50.0	26.7	23.6	44.0	20.0	20.0	44.0	28.0	28.0
Incr Delay (d2), s/veh	0.0	0.0	49.8	307.0	0.5	0.1	214.1	1.1	1.1	12.0	112.0	114.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	20.4	7.9	4.8	0.6	17.8	8.1	8.1	4.2	42.0	44.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	83.8	357.0	27.2	23.7	258.1	21.1	21.1	56.0	140.0	142.5
LnGrp LOS	C	A	F	F	C	C	F	C	C	E	F	F
Approach Vol, veh/h		577			402			1248			2112	
Approach Delay, s/veh		83.1			118.8			78.3			135.3	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.1	49.9		36.0	16.0	48.0		36.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.0	41.0		32.0	12.0	44.0		32.0
Max Q Clear Time (g_c+I1), s	10.1	21.9		34.0	14.0	46.0		34.0
Green Ext Time (p_c), s	0.1	6.2		0.0	0.0	0.0		0.0

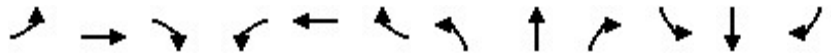
Intersection Summary	
HCM 6th Ctrl Delay	110.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	266	303	112	255	57	301	811	136	148	1932	32
Future Volume (veh/h)	8	266	303	112	255	57	301	811	136	148	1932	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	8	266	303	112	255	35	301	811	136	148	1932	32
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	141	355	301	119	358	304	283	1778	298	180	1896	31
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.16	0.59	0.59	0.10	0.53	0.53
Sat Flow, veh/h	1089	1870	1585	849	1885	1598	1767	3021	507	1781	3577	59
Grp Volume(v), veh/h	8	266	303	112	255	35	301	473	474	148	957	1007
Grp Sat Flow(s),veh/h/ln	1089	1870	1585	849	1885	1598	1767	1763	1764	1781	1777	1860
Q Serve(g_s), s	0.7	13.4	19.0	5.6	12.7	1.8	16.0	15.1	15.1	8.1	53.0	53.0
Cycle Q Clear(g_c), s	13.4	13.4	19.0	19.0	12.7	1.8	16.0	15.1	15.1	8.1	53.0	53.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	141	355	301	119	358	304	283	1038	1039	180	942	986
V/C Ratio(X)	0.06	0.75	1.01	0.94	0.71	0.12	1.06	0.46	0.46	0.82	1.02	1.02
Avail Cap(c_a), veh/h	141	355	301	119	358	304	283	1038	1039	267	942	986
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	38.2	40.5	48.8	37.9	33.5	42.0	11.6	11.6	44.0	23.5	23.5
Incr Delay (d2), s/veh	0.2	8.5	53.4	63.4	6.5	0.2	71.6	0.3	0.3	12.0	33.4	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.9	11.8	4.9	6.4	0.7	12.5	5.6	5.6	4.2	29.1	30.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.4	46.7	93.9	112.2	44.4	33.7	113.6	11.9	11.9	56.0	56.9	57.8
LnGrp LOS	D	D	F	F	D	C	F	B	B	E	F	F
Approach Vol, veh/h		577			402			1248			2112	
Approach Delay, s/veh		71.5			62.4			36.4			57.3	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.1	62.9		23.0	20.0	57.0		23.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.0	54.0		19.0	16.0	53.0		19.0
Max Q Clear Time (g_c+I1), s	10.1	17.1		15.4	18.0	55.0		21.0
Green Ext Time (p_c), s	0.1	7.5		0.3	0.0	0.0		0.0

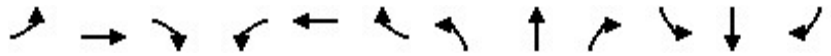
Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	184	164	20	396	432	284	604	12	100	348	4
Future Volume (veh/h)	16	184	164	20	396	432	284	604	12	100	348	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	184	42	20	396	113	284	604	12	100	348	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	16	751	335	22	804	631	494	1063	21	187	745	9
Arrive On Green	0.01	0.22	0.22	0.01	0.23	0.23	0.14	0.30	0.30	0.06	0.21	0.21
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3535	70	3374	3513	40
Grp Volume(v), veh/h	16	184	42	20	396	113	284	301	315	100	172	180
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1843	1687	1735	1819
Q Serve(g_s), s	0.4	1.8	0.9	0.4	3.8	1.3	3.0	5.6	5.7	1.1	3.4	3.4
Cycle Q Clear(g_c), s	0.4	1.8	0.9	0.4	3.8	1.3	3.0	5.6	5.7	1.1	3.4	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	16	751	335	22	804	631	494	530	554	187	368	386
V/C Ratio(X)	0.98	0.25	0.13	0.92	0.49	0.18	0.58	0.57	0.57	0.53	0.47	0.47
Avail Cap(c_a), veh/h	215	2054	916	409	2537	1992	1923	1798	1880	946	1283	1345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	12.5	12.2	19.3	13.2	12.2	15.7	11.6	11.6	18.0	13.5	13.5
Incr Delay (d2), s/veh	98.6	0.2	0.2	69.6	0.5	0.1	1.1	1.0	0.9	2.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.3	0.6	1.3	0.3	1.1	1.9	1.9	0.4	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.0	12.7	12.3	89.0	13.7	12.4	16.7	12.5	12.5	20.4	14.4	14.4
LnGrp LOS	F	B	B	F	B	B	B	B	B	C	B	B
Approach Vol, veh/h		242			529			900			452	
Approach Delay, s/veh		19.6			16.2			13.8			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.2	15.8	4.5	12.8	9.6	12.3	4.4	12.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.6	40.0	9.0	24.0	22.0	29.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	3.1	7.7	2.4	3.8	5.0	5.4	2.4	5.8
Green Ext Time (p_c), s	0.1	4.1	0.0	1.2	0.9	2.0	0.0	3.1

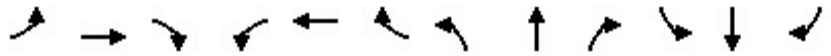
Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	203	164	25	440	444	284	604	18	110	348	4
Future Volume (veh/h)	16	203	164	25	440	444	284	604	18	110	348	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	203	42	25	440	125	284	604	18	110	348	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	16	786	351	28	853	670	486	1042	31	204	762	9
Arrive On Green	0.01	0.23	0.23	0.02	0.24	0.24	0.14	0.30	0.30	0.06	0.22	0.22
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3495	104	3374	3513	40
Grp Volume(v), veh/h	16	203	42	25	440	125	284	304	318	110	172	180
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1837	1687	1735	1819
Q Serve(g_s), s	0.4	2.0	0.9	0.6	4.4	1.5	3.2	6.0	6.0	1.3	3.5	3.5
Cycle Q Clear(g_c), s	0.4	2.0	0.9	0.6	4.4	1.5	3.2	6.0	6.0	1.3	3.5	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.02
Lane Grp Cap(c), veh/h	16	786	351	28	853	670	486	526	548	204	376	394
V/C Ratio(X)	0.98	0.26	0.12	0.90	0.52	0.19	0.58	0.58	0.58	0.54	0.46	0.46
Avail Cap(c_a), veh/h	206	1972	880	392	2436	1912	1762	1726	1798	908	1274	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	12.7	12.3	20.1	13.5	12.3	16.4	12.2	12.2	18.6	13.9	13.9
Incr Delay (d2), s/veh	97.7	0.2	0.2	55.7	0.5	0.1	1.1	1.0	1.0	2.2	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.3	0.6	1.5	0.4	1.1	2.0	2.1	0.5	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.9	12.9	12.5	75.8	13.9	12.5	17.5	13.2	13.1	20.9	14.8	14.7
LnGrp LOS	F	B	B	E	B	B	B	B	B	C	B	B
Approach Vol, veh/h		261			590			906			462	
Approach Delay, s/veh		19.3			16.3			14.5			16.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	16.2	4.6	13.6	9.8	12.9	4.4	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	40.0	9.0	24.0	21.0	30.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	3.3	8.0	2.6	4.0	5.2	5.5	2.4	6.4
Green Ext Time (p_c), s	0.2	4.2	0.0	1.3	0.9	2.1	0.0	3.4

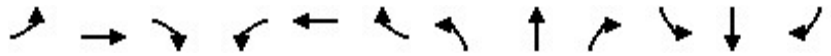
Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	258	180	27	598	506	329	673	18	114	364	4
Future Volume (veh/h)	16	258	180	27	598	506	329	673	18	114	364	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	258	58	27	598	187	329	673	18	114	364	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	17	948	423	31	1030	808	516	1070	29	204	756	8
Arrive On Green	0.01	0.28	0.28	0.02	0.29	0.29	0.15	0.31	0.31	0.06	0.21	0.21
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3508	94	3374	3515	39
Grp Volume(v), veh/h	16	258	58	27	598	187	329	338	353	114	179	189
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1839	1687	1735	1819
Q Serve(g_s), s	0.5	2.9	1.4	0.7	6.9	2.4	4.3	7.9	7.9	1.6	4.3	4.3
Cycle Q Clear(g_c), s	0.5	2.9	1.4	0.7	6.9	2.4	4.3	7.9	7.9	1.6	4.3	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	17	948	423	31	1030	808	516	538	561	204	373	391
V/C Ratio(X)	0.97	0.27	0.14	0.88	0.58	0.23	0.64	0.63	0.63	0.56	0.48	0.48
Avail Cap(c_a), veh/h	176	2038	909	261	2307	1811	1436	1439	1501	636	1017	1066
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	13.3	12.8	23.4	14.5	12.9	19.1	14.3	14.3	21.8	16.4	16.4
Incr Delay (d2), s/veh	93.9	0.2	0.1	48.9	0.5	0.1	1.3	1.2	1.2	2.4	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	0.4	0.7	2.4	0.7	1.6	2.8	2.9	0.6	1.6	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.6	13.5	12.9	72.3	15.0	13.1	20.4	15.5	15.4	24.2	17.4	17.3
LnGrp LOS	F	B	B	E	B	B	C	B	B	C	B	B
Approach Vol, veh/h		332			812			1020			482	
Approach Delay, s/veh		18.4			16.5			17.0			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	18.6	4.8	17.5	11.2	14.3	4.5	17.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	39.0	7.0	29.0	20.0	28.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	3.6	9.9	2.7	4.9	6.3	6.3	2.5	8.9
Green Ext Time (p_c), s	0.1	4.7	0.0	1.8	1.0	2.1	0.0	5.0

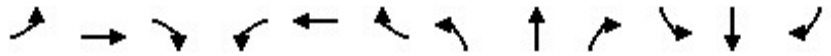
Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	277	180	32	642	518	329	673	24	124	364	4
Future Volume (veh/h)	16	277	180	32	642	518	329	673	24	124	364	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	277	58	32	642	199	329	673	24	124	364	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	17	985	439	37	1082	849	506	1046	37	218	767	8
Arrive On Green	0.01	0.29	0.29	0.02	0.30	0.30	0.15	0.30	0.30	0.06	0.22	0.22
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3472	124	3374	3515	39
Grp Volume(v), veh/h	16	277	58	32	642	199	329	341	356	124	179	189
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1833	1687	1735	1819
Q Serve(g_s), s	0.5	3.2	1.4	0.9	7.7	2.7	4.5	8.4	8.4	1.8	4.5	4.5
Cycle Q Clear(g_c), s	0.5	3.2	1.4	0.9	7.7	2.7	4.5	8.4	8.4	1.8	4.5	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	17	985	439	37	1082	849	506	531	552	218	378	397
V/C Ratio(X)	0.96	0.28	0.13	0.86	0.59	0.23	0.65	0.64	0.64	0.57	0.47	0.48
Avail Cap(c_a), veh/h	135	2014	898	285	2417	1897	1303	1305	1357	607	937	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	13.6	13.0	24.4	14.8	13.0	20.1	15.1	15.1	22.7	17.0	17.0
Incr Delay (d2), s/veh	92.9	0.2	0.1	39.6	0.5	0.1	1.4	1.3	1.3	2.3	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.1	0.4	0.8	2.7	0.7	1.7	3.1	3.2	0.7	1.7	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.6	13.8	13.1	64.0	15.3	13.2	21.5	16.4	16.4	25.0	18.0	17.9
LnGrp LOS	F	B	B	E	B	B	C	B	B	C	B	B
Approach Vol, veh/h		351			873			1026			492	
Approach Delay, s/veh		18.4			16.6			18.1			19.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	19.1	5.0	18.7	11.4	14.9	4.5	19.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.6	37.0	8.0	30.0	19.0	27.0	4.0	34.0
Max Q Clear Time (g_c+I1), s	3.2	10.4	2.9	5.2	6.5	6.5	2.5	9.7
Green Ext Time (p_c), s	0.1	4.7	0.0	2.0	0.9	2.1	0.0	5.5

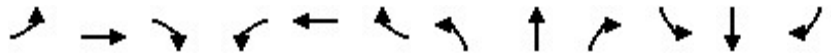
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	325	266	27	735	1049	568	1246	18	198	483	4
Future Volume (veh/h)	16	325	266	27	735	1049	568	1246	18	198	483	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	325	144	27	735	730	568	1246	18	198	483	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	18	1059	472	33	1149	902	677	1451	21	269	1023	8
Arrive On Green	0.01	0.32	0.32	0.02	0.32	0.32	0.20	0.41	0.41	0.08	0.29	0.29
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3558	51	3374	3526	29
Grp Volume(v), veh/h	16	325	144	27	735	730	568	617	647	198	238	249
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1846	1687	1735	1821
Q Serve(g_s), s	0.9	6.6	6.5	1.4	15.8	21.5	14.3	28.6	28.6	5.1	10.1	10.1
Cycle Q Clear(g_c), s	0.9	6.6	6.5	1.4	15.8	21.5	14.3	28.6	28.6	5.1	10.1	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	18	1059	472	33	1149	902	677	719	753	269	503	528
V/C Ratio(X)	0.91	0.31	0.30	0.83	0.64	0.81	0.84	0.86	0.86	0.74	0.47	0.47
Avail Cap(c_a), veh/h	38	1123	501	99	1308	1027	918	806	845	301	503	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	23.2	23.2	43.9	25.9	27.8	34.6	24.2	24.2	40.3	26.2	26.2
Incr Delay (d2), s/veh	77.0	0.2	0.4	38.1	0.9	4.4	5.2	8.5	8.2	8.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.6	2.3	0.9	6.6	7.4	6.3	13.0	13.5	2.4	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.3	23.4	23.6	82.0	26.7	32.2	39.8	32.7	32.3	48.4	26.8	26.8
LnGrp LOS	F	C	C	F	C	C	D	C	C	D	C	C
Approach Vol, veh/h		485			1492			1832			685	
Approach Delay, s/veh		26.7			30.4			34.8			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	40.6	5.6	32.3	21.7	30.0	4.9	33.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	41.0	5.0	30.0	24.0	25.0	2.0	33.0
Max Q Clear Time (g_c+I1), s	7.1	30.6	3.4	8.6	16.3	12.1	2.9	23.5
Green Ext Time (p_c), s	0.1	5.9	0.0	2.6	1.4	2.4	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C



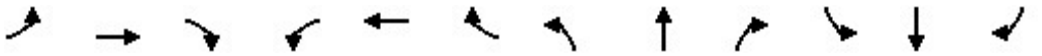
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	344	266	32	779	1061	568	1246	24	208	483	4
Future Volume (veh/h)	16	344	266	32	779	1061	568	1246	24	208	483	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	344	144	32	779	742	568	1246	24	208	483	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	18	1052	469	39	1155	907	674	1438	28	277	1030	9
Arrive On Green	0.01	0.31	0.31	0.02	0.33	0.33	0.20	0.41	0.41	0.08	0.29	0.29
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3538	68	3374	3526	29
Grp Volume(v), veh/h	16	344	144	32	779	742	568	621	649	208	238	249
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1843	1687	1735	1821
Q Serve(g_s), s	0.9	7.1	6.7	1.6	17.3	22.3	14.5	29.4	29.4	5.5	10.2	10.2
Cycle Q Clear(g_c), s	0.9	7.1	6.7	1.6	17.3	22.3	14.5	29.4	29.4	5.5	10.2	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	18	1052	469	39	1155	907	674	717	749	277	507	532
V/C Ratio(X)	0.91	0.33	0.31	0.81	0.67	0.82	0.84	0.87	0.87	0.75	0.47	0.47
Avail Cap(c_a), veh/h	37	1068	477	117	1287	1010	903	793	829	296	507	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	23.9	23.8	44.4	26.6	28.3	35.2	24.8	24.8	40.9	26.4	26.4
Incr Delay (d2), s/veh	76.5	0.2	0.4	31.0	1.2	4.9	5.6	9.3	9.0	9.6	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.8	2.4	1.1	7.3	7.8	6.5	13.5	14.0	2.6	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.5	24.1	24.1	75.3	27.8	33.2	40.8	34.0	33.7	50.5	27.1	27.1
LnGrp LOS	F	C	C	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		504			1553			1838			695	
Approach Delay, s/veh		27.2			31.3			36.0			34.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	41.0	6.0	32.6	21.9	30.6	5.0	33.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	41.0	6.0	29.0	24.0	25.0	2.0	33.0
Max Q Clear Time (g_c+I1), s	7.5	31.4	3.6	9.1	16.5	12.2	2.9	24.3
Green Ext Time (p_c), s	0.0	5.6	0.0	2.7	1.4	2.4	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
2842: San Felipe Road & SR25

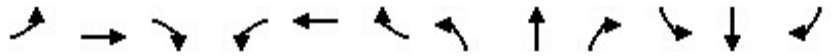
07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	344	266	32	779	1061	568	1246	24	208	483	4
Future Volume (veh/h)	16	344	266	32	779	1061	568	1246	24	208	483	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	16	344	144	32	779	742	568	1246	24	208	483	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	18	1052	826	39	1155	907	674	1438	28	277	1030	9
Arrive On Green	0.01	0.31	0.31	0.02	0.33	0.33	0.20	0.41	0.41	0.08	0.29	0.29
Sat Flow, veh/h	1682	3357	2635	1781	3554	2790	3428	3538	68	3374	3526	29
Grp Volume(v), veh/h	16	344	144	32	779	742	568	621	649	208	238	249
Grp Sat Flow(s),veh/h/ln	1682	1678	1317	1781	1777	1395	1714	1763	1843	1687	1735	1821
Q Serve(g_s), s	0.9	7.1	3.6	1.6	17.3	22.3	14.5	29.4	29.4	5.5	10.2	10.2
Cycle Q Clear(g_c), s	0.9	7.1	3.6	1.6	17.3	22.3	14.5	29.4	29.4	5.5	10.2	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	18	1052	826	39	1155	907	674	717	749	277	507	532
V/C Ratio(X)	0.91	0.33	0.17	0.81	0.67	0.82	0.84	0.87	0.87	0.75	0.47	0.47
Avail Cap(c_a), veh/h	37	1068	839	117	1287	1010	903	793	829	296	507	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	23.9	22.7	44.4	26.6	28.3	35.2	24.8	24.8	40.9	26.4	26.4
Incr Delay (d2), s/veh	76.5	0.2	0.1	31.0	1.2	4.9	5.6	9.3	9.0	9.6	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.8	1.1	1.1	7.3	7.8	6.5	13.5	14.0	2.6	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.5	24.1	22.8	75.3	27.8	33.2	40.8	34.0	33.7	50.5	27.1	27.1
LnGrp LOS	F	C	C	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		504			1553			1838			695	
Approach Delay, s/veh		26.8			31.3			36.0			34.1	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	41.0	6.0	32.6	21.9	30.6	5.0	33.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	41.0	6.0	29.0	24.0	25.0	2.0	33.0
Max Q Clear Time (g_c+I1), s	7.5	31.4	3.6	9.1	16.5	12.2	2.9	24.3
Green Ext Time (p_c), s	0.0	5.6	0.0	2.8	1.4	2.4	0.0	5.3

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	556	420	20	188	136	284	316	44	276	652	12
Future Volume (veh/h)	12	556	420	20	188	136	284	316	44	276	652	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	556	134	20	188	43	284	316	44	276	652	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	12	896	400	22	967	759	438	890	123	426	991	18
Arrive On Green	0.01	0.27	0.27	0.01	0.27	0.27	0.13	0.29	0.29	0.13	0.28	0.28
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3112	429	3374	3485	64
Grp Volume(v), veh/h	12	556	134	20	188	43	284	178	182	276	324	340
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1778	1687	1735	1814
Q Serve(g_s), s	0.4	7.6	3.7	0.6	2.1	0.6	4.1	4.2	4.2	4.0	8.5	8.5
Cycle Q Clear(g_c), s	0.4	7.6	3.7	0.6	2.1	0.6	4.1	4.2	4.2	4.0	8.5	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.04
Lane Grp Cap(c), veh/h	12	896	400	22	967	759	438	504	509	426	493	516
V/C Ratio(X)	0.98	0.62	0.34	0.90	0.19	0.06	0.65	0.35	0.36	0.65	0.66	0.66
Avail Cap(c_a), veh/h	97	2006	895	172	2261	1775	991	1121	1131	975	1103	1154
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	16.7	15.3	25.6	14.5	14.0	21.5	14.7	14.7	21.6	16.3	16.3
Incr Delay (d2), s/veh	114.9	0.7	0.5	64.6	0.1	0.0	1.6	0.4	0.4	1.7	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	1.2	0.6	0.8	0.2	1.6	1.5	1.6	1.6	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.7	17.4	15.8	90.2	14.6	14.0	23.1	15.1	15.2	23.2	17.8	17.8
LnGrp LOS	F	B	B	F	B	B	C	B	B	C	B	B
Approach Vol, veh/h		702			251			644			940	
Approach Delay, s/veh		19.2			20.5			18.7			19.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	18.8	4.6	17.8	10.6	18.8	4.4	18.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	33.0	5.0	31.0	15.0	33.0	3.0	33.0
Max Q Clear Time (g_c+I1), s	6.5	6.2	2.6	9.6	6.1	10.5	2.4	4.1
Green Ext Time (p_c), s	0.6	2.2	0.0	4.3	0.7	4.2	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	608	420	27	221	148	284	316	51	291	652	12
Future Volume (veh/h)	12	608	420	27	221	148	284	316	51	291	652	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	608	134	27	221	55	284	316	51	291	652	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	12	945	421	31	1036	813	429	839	134	440	978	18
Arrive On Green	0.01	0.28	0.28	0.02	0.29	0.29	0.13	0.28	0.28	0.13	0.28	0.28
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3045	486	3374	3485	64
Grp Volume(v), veh/h	12	608	134	27	221	55	284	182	185	291	324	340
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1768	1687	1735	1814
Q Serve(g_s), s	0.4	8.6	3.8	0.8	2.5	0.8	4.3	4.5	4.6	4.4	9.0	9.0
Cycle Q Clear(g_c), s	0.4	8.6	3.8	0.8	2.5	0.8	4.3	4.5	4.6	4.4	9.0	9.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.27	1.00		0.04
Lane Grp Cap(c), veh/h	12	945	421	31	1036	813	429	486	487	440	487	509
V/C Ratio(X)	0.98	0.64	0.32	0.87	0.21	0.07	0.66	0.37	0.38	0.66	0.67	0.67
Avail Cap(c_a), veh/h	93	1920	856	164	2164	1699	886	1041	1044	996	1088	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	17.1	15.4	26.6	14.5	13.9	22.6	15.9	15.9	22.4	17.2	17.2
Incr Delay (d2), s/veh	113.9	0.7	0.4	46.8	0.1	0.0	1.8	0.5	0.5	1.7	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.0	1.2	0.7	0.9	0.2	1.7	1.7	1.7	1.7	3.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.8	17.8	15.8	73.4	14.6	13.9	24.4	16.3	16.4	24.1	18.8	18.8
LnGrp LOS	F	B	B	E	B	B	C	B	B	C	B	B
Approach Vol, veh/h		754			303			651			955	
Approach Delay, s/veh		19.4			19.7			19.8			20.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	18.9	4.9	19.3	10.8	19.2	4.4	19.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	32.0	5.0	31.0	14.0	34.0	3.0	33.0
Max Q Clear Time (g_c+I1), s	6.4	6.6	2.8	10.6	6.3	11.0	2.4	4.5
Green Ext Time (p_c), s	0.7	2.2	0.0	4.6	0.6	4.2	0.0	1.7

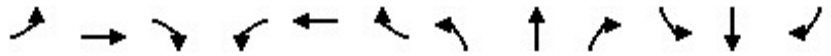
Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	783	473	33	327	155	313	340	57	346	722	12
Future Volume (veh/h)	12	783	473	33	327	155	313	340	57	346	722	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	783	187	33	327	62	313	340	57	346	722	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	12	1086	485	40	1203	944	438	815	135	475	987	16
Arrive On Green	0.01	0.32	0.32	0.02	0.34	0.34	0.13	0.27	0.27	0.14	0.28	0.28
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3026	502	3374	3492	58
Grp Volume(v), veh/h	12	783	187	33	327	62	313	197	200	346	359	375
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1765	1687	1735	1815
Q Serve(g_s), s	0.5	13.5	6.3	1.2	4.4	1.0	5.7	6.0	6.1	6.4	12.3	12.3
Cycle Q Clear(g_c), s	0.5	13.5	6.3	1.2	4.4	1.0	5.7	6.0	6.1	6.4	12.3	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	1.00		0.03
Lane Grp Cap(c), veh/h	12	1086	485	40	1203	944	438	475	475	475	490	513
V/C Ratio(X)	0.97	0.72	0.39	0.84	0.27	0.07	0.72	0.41	0.42	0.73	0.73	0.73
Avail Cap(c_a), veh/h	77	1637	730	163	1896	1488	784	779	780	874	820	858
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	19.6	17.1	32.0	15.8	14.7	27.5	19.7	19.8	27.0	21.3	21.3
Incr Delay (d2), s/veh	109.0	0.9	0.5	34.2	0.1	0.0	2.2	0.6	0.6	2.1	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.0	2.1	0.9	1.7	0.3	2.4	2.4	2.4	2.6	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.5	20.5	17.6	66.1	15.9	14.7	29.7	20.3	20.3	29.1	23.4	23.3
LnGrp LOS	F	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		982			422			710			1080	
Approach Delay, s/veh		21.4			19.7			24.4			25.2	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	21.7	5.5	25.2	12.4	22.5	4.5	26.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	29.0	6.0	32.0	15.0	31.0	3.0	35.0
Max Q Clear Time (g_c+I1), s	8.4	8.1	3.2	15.5	7.7	14.3	2.5	6.4
Green Ext Time (p_c), s	0.8	2.3	0.0	5.7	0.7	4.3	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	835	473	40	360	167	313	340	64	361	722	12
Future Volume (veh/h)	12	835	473	40	360	167	313	340	64	361	722	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	835	187	40	360	74	313	340	64	361	722	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	12	1136	507	49	1274	1000	431	764	142	485	962	16
Arrive On Green	0.01	0.34	0.34	0.03	0.36	0.36	0.13	0.26	0.26	0.14	0.28	0.28
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	2967	552	3374	3492	58
Grp Volume(v), veh/h	12	835	187	40	360	74	313	201	203	361	359	375
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1756	1687	1735	1815
Q Serve(g_s), s	0.5	15.1	6.5	1.5	5.0	1.2	6.0	6.5	6.7	7.1	13.0	13.0
Cycle Q Clear(g_c), s	0.5	15.1	6.5	1.5	5.0	1.2	6.0	6.5	6.7	7.1	13.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	12	1136	507	49	1274	1000	431	454	452	485	478	500
V/C Ratio(X)	0.96	0.74	0.37	0.82	0.28	0.07	0.73	0.44	0.45	0.75	0.75	0.75
Avail Cap(c_a), veh/h	73	1661	741	156	1914	1502	748	693	690	835	732	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	20.0	17.2	33.2	15.7	14.5	28.9	21.4	21.4	28.2	22.7	22.7
Incr Delay (d2), s/veh	107.7	1.0	0.4	26.5	0.1	0.0	2.3	0.7	0.7	2.3	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	5.6	2.1	1.0	1.9	0.4	2.5	2.6	2.7	2.9	5.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.8	21.0	17.6	59.7	15.9	14.6	31.2	22.0	22.1	30.5	25.1	25.0
LnGrp LOS	F	C	B	E	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1034			474			717			1095	
Approach Delay, s/veh		21.8			19.4			26.1			26.9	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	21.7	5.9	27.2	12.6	22.9	4.5	28.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	27.0	6.0	34.0	15.0	29.0	3.0	37.0
Max Q Clear Time (g_c+I1), s	9.1	8.7	3.5	17.1	8.0	15.0	2.5	7.0
Green Ext Time (p_c), s	0.8	2.2	0.0	6.2	0.6	3.9	0.0	2.8

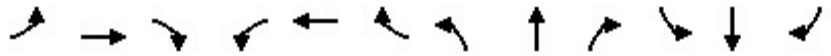
Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	949	759	33	440	320	493	502	57	851	1336	12
Future Volume (veh/h)	12	949	759	33	440	320	493	502	57	851	1336	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	949	473	33	440	227	493	502	57	851	1336	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	13	1074	479	36	1181	927	480	720	81	926	1268	11
Arrive On Green	0.01	0.32	0.32	0.02	0.33	0.33	0.14	0.23	0.23	0.27	0.36	0.36
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3192	361	3374	3523	32
Grp Volume(v), veh/h	12	949	473	33	440	227	493	276	283	851	658	690
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1791	1687	1735	1820
Q Serve(g_s), s	0.7	26.8	31.4	1.8	9.4	5.9	14.0	14.4	14.5	24.5	36.0	36.0
Cycle Q Clear(g_c), s	0.7	26.8	31.4	1.8	9.4	5.9	14.0	14.4	14.5	24.5	36.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		0.02
Lane Grp Cap(c), veh/h	13	1074	479	36	1181	927	480	397	404	926	624	655
V/C Ratio(X)	0.93	0.88	0.99	0.93	0.37	0.24	1.03	0.70	0.70	0.92	1.05	1.05
Avail Cap(c_a), veh/h	50	1074	479	36	1181	927	480	397	404	978	624	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	32.2	33.8	48.9	25.4	24.3	43.0	35.6	35.6	35.2	32.0	32.0
Incr Delay (d2), s/veh	96.9	8.9	37.7	120.9	0.2	0.1	48.2	5.2	5.3	12.9	50.8	50.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	11.9	16.1	2.0	4.0	1.9	9.1	6.7	6.8	11.5	23.3	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.4	41.1	71.5	169.8	25.6	24.4	91.2	40.8	40.9	48.1	82.8	82.1
LnGrp LOS	F	D	E	F	C	C	F	D	D	D	F	F
Approach Vol, veh/h		1434			700			1052			2199	
Approach Delay, s/veh		52.0			32.0			64.4			69.2	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.5	26.5	6.0	36.0	18.0	40.0	4.8	37.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.6	21.0	2.0	32.0	14.0	36.0	3.0	31.0
Max Q Clear Time (g_c+I1), s	26.5	16.5	3.8	33.4	16.0	38.0	2.7	11.4
Green Ext Time (p_c), s	1.0	1.4	0.0	0.0	0.0	0.0	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E



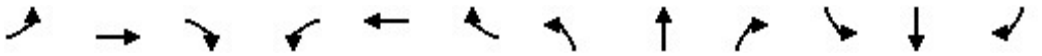
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1001	759	40	473	332	493	502	64	866	1336	12
Future Volume (veh/h)	12	1001	759	40	473	332	493	502	64	866	1336	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	1001	473	40	473	239	493	502	64	866	1336	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	13	1042	465	51	1177	924	481	693	88	947	1270	11
Arrive On Green	0.01	0.31	0.31	0.03	0.33	0.33	0.14	0.22	0.22	0.28	0.36	0.36
Sat Flow, veh/h	1682	3357	1497	1781	3554	2790	3428	3147	400	3374	3523	32
Grp Volume(v), veh/h	12	1001	473	40	473	239	493	280	286	866	658	690
Grp Sat Flow(s),veh/h/ln	1682	1678	1497	1781	1777	1395	1714	1763	1784	1687	1735	1820
Q Serve(g_s), s	0.7	29.3	31.0	2.2	10.3	6.3	14.0	14.7	14.8	24.8	36.0	36.0
Cycle Q Clear(g_c), s	0.7	29.3	31.0	2.2	10.3	6.3	14.0	14.7	14.8	24.8	36.0	36.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.02
Lane Grp Cap(c), veh/h	13	1042	465	51	1177	924	481	388	393	947	625	656
V/C Ratio(X)	0.93	0.96	1.02	0.79	0.40	0.26	1.03	0.72	0.73	0.91	1.05	1.05
Avail Cap(c_a), veh/h	51	1042	465	54	1177	924	481	388	393	1014	625	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	33.8	34.4	48.2	25.8	24.4	42.9	36.1	36.1	34.8	31.9	31.9
Incr Delay (d2), s/veh	96.9	19.0	46.2	52.3	0.2	0.1	47.7	6.5	6.6	12.0	50.2	49.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	14.3	16.9	1.7	4.3	0.0	9.0	6.9	7.1	11.5	23.3	24.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.4	52.8	80.6	100.5	26.0	24.6	90.6	42.6	42.8	46.7	82.1	81.4
LnGrp LOS	F	D	F	F	C	C	F	D	D	D	F	F
Approach Vol, veh/h		1486			752			1059			2214	
Approach Delay, s/veh		62.4			29.5			65.0			68.1	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	26.0	6.8	35.0	18.0	40.0	4.8	37.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	20.0	3.0	31.0	14.0	36.0	3.0	31.0
Max Q Clear Time (g_c+I1), s	16.0	16.8	4.2	33.0	16.0	38.0	2.7	12.3
Green Ext Time (p_c), s	1.2	1.1	0.0	0.0	0.0	0.0	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
2842: San Felipe Road & SR25

07/19/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1001	759	40	473	332	493	502	64	866	1336	12
Future Volume (veh/h)	12	1001	759	40	473	332	493	502	64	866	1336	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	12	1001	473	40	473	239	493	502	64	866	1336	12
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	9	9	9	2	2	2	3	3	3	5	5	5
Cap, veh/h	13	973	764	51	1104	867	480	759	96	946	1344	12
Arrive On Green	0.01	0.29	0.29	0.03	0.31	0.31	0.14	0.24	0.24	0.28	0.38	0.38
Sat Flow, veh/h	1682	3357	2635	1781	3554	2790	3428	3147	400	3374	3523	32
Grp Volume(v), veh/h	12	1001	473	40	473	239	493	280	286	866	658	690
Grp Sat Flow(s),veh/h/ln	1682	1678	1317	1781	1777	1395	1714	1763	1784	1687	1735	1820
Q Serve(g_s), s	0.7	29.0	15.5	2.2	10.6	6.5	14.0	14.4	14.5	24.8	37.8	37.8
Cycle Q Clear(g_c), s	0.7	29.0	15.5	2.2	10.6	6.5	14.0	14.4	14.5	24.8	37.8	37.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.02
Lane Grp Cap(c), veh/h	13	973	764	51	1104	867	480	425	430	946	662	695
V/C Ratio(X)	0.93	1.03	0.62	0.79	0.43	0.28	1.03	0.66	0.66	0.92	0.99	0.99
Avail Cap(c_a), veh/h	50	973	764	53	1104	867	480	425	430	1012	662	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	35.5	30.7	48.3	27.4	26.0	43.0	34.2	34.3	34.8	30.8	30.8
Incr Delay (d2), s/veh	96.9	36.3	1.5	52.4	0.3	0.2	39.5	4.9	5.0	12.1	33.2	32.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	16.4	5.0	1.7	4.5	2.1	8.5	6.6	6.8	11.5	21.3	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.4	71.8	32.2	100.7	27.7	26.2	82.5	39.2	39.3	46.9	64.0	63.3
LnGrp LOS	F	F	C	F	C	C	F	D	D	D	E	E
Approach Vol, veh/h		1486			752			1059			2214	
Approach Delay, s/veh		59.8			31.1			59.3			57.1	
Approach LOS		E			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	28.1	6.8	33.0	18.0	42.2	4.8	35.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	22.0	3.0	29.0	14.0	38.0	3.0	29.0
Max Q Clear Time (g_c+I1), s	26.8	16.5	4.2	31.0	16.0	39.8	2.7	12.6
Green Ext Time (p_c), s	1.2	1.7	0.0	0.0	0.0	0.0	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	32	35	343	203	85
Future Volume (veh/h)	176	32	35	343	203	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1811	1811	1811
Adj Flow Rate, veh/h	176	8	35	343	203	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	6	6	6	6
Cap, veh/h	245	218	37	836	435	369
Arrive On Green	0.14	0.14	0.02	0.46	0.24	0.24
Sat Flow, veh/h	1781	1585	1725	1811	1811	1535
Grp Volume(v), veh/h	176	8	35	343	203	25
Grp Sat Flow(s),veh/h/ln	1781	1585	1725	1811	1811	1535
Q Serve(g_s), s	1.9	0.1	0.4	2.5	1.9	0.3
Cycle Q Clear(g_c), s	1.9	0.1	0.4	2.5	1.9	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	245	218	37	836	435	369
V/C Ratio(X)	0.72	0.04	0.95	0.41	0.47	0.07
Avail Cap(c_a), veh/h	1605	1428	691	3083	1995	1690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	7.5	9.8	3.6	6.5	5.9
Incr Delay (d2), s/veh	3.9	0.1	56.3	0.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.1	0.7	0.1	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	7.5	66.1	3.9	7.3	5.9
LnGrp LOS	B	A	E	A	A	A
Approach Vol, veh/h	184			378	228	
Approach Delay, s/veh	12.0			9.7	7.1	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	13.2		6.8	4.4	8.8
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	34.0		18.0	8.0	22.0
Max Q Clear Time (g_c+I1), s	4.5		3.9	2.4	3.9
Green Ext Time (p_c), s	2.2		0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	176	40	42	376	228	85
Future Volume (veh/h)	176	40	42	376	228	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1811	1811	1811
Adj Flow Rate, veh/h	176	16	42	376	228	25
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	6	6	6	6
Cap, veh/h	250	223	45	862	467	396
Arrive On Green	0.14	0.14	0.03	0.48	0.26	0.26
Sat Flow, veh/h	1781	1585	1725	1811	1811	1535
Grp Volume(v), veh/h	176	16	42	376	228	25
Grp Sat Flow(s),veh/h/ln	1781	1585	1725	1811	1811	1535
Q Serve(g_s), s	2.0	0.2	0.5	2.9	2.2	0.3
Cycle Q Clear(g_c), s	2.0	0.2	0.5	2.9	2.2	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	250	223	45	862	467	396
V/C Ratio(X)	0.70	0.07	0.93	0.44	0.49	0.06
Avail Cap(c_a), veh/h	1367	1216	662	3127	2084	1766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.5	7.8	10.1	3.6	6.6	5.8
Incr Delay (d2), s/veh	3.6	0.1	46.2	0.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.7	0.2	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.1	7.9	56.3	4.0	7.4	5.9
LnGrp LOS	B	A	E	A	A	A
Approach Vol, veh/h	192			418	253	
Approach Delay, s/veh	11.8			9.2	7.2	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	13.9		6.9	4.5	9.4
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0		16.0	8.0	24.0
Max Q Clear Time (g_c+I1), s	4.9		4.0	2.5	4.2
Green Ext Time (p_c), s	2.5		0.4	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	178	32	35	422	251	89
Future Volume (veh/h)	178	32	35	422	251	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1811	1811	1811
Adj Flow Rate, veh/h	178	8	35	422	251	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	6	6	6	6
Cap, veh/h	248	220	37	877	497	421
Arrive On Green	0.14	0.14	0.02	0.48	0.27	0.27
Sat Flow, veh/h	1781	1585	1725	1811	1811	1535
Grp Volume(v), veh/h	178	8	35	422	251	29
Grp Sat Flow(s),veh/h/ln	1781	1585	1725	1811	1811	1535
Q Serve(g_s), s	2.0	0.1	0.4	3.3	2.5	0.3
Cycle Q Clear(g_c), s	2.0	0.1	0.4	3.3	2.5	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	248	220	37	877	497	421
V/C Ratio(X)	0.72	0.04	0.94	0.48	0.50	0.07
Avail Cap(c_a), veh/h	1426	1269	568	2984	2046	1734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	7.9	10.4	3.7	6.5	5.7
Incr Delay (d2), s/veh	3.9	0.1	55.5	0.4	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.2	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.7	8.0	65.9	4.1	7.3	5.8
LnGrp LOS	B	A	E	A	A	A
Approach Vol, veh/h	186			457	280	
Approach Delay, s/veh	12.4			8.8	7.1	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	14.3		7.0	4.5	9.8
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	35.0		17.0	7.0	24.0
Max Q Clear Time (g_c+I1), s	5.3		4.0	2.4	4.5
Green Ext Time (p_c), s	2.8		0.4	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	178	40	42	455	276	89
Future Volume (veh/h)	178	40	42	455	276	89
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1811	1811	1811	1811
Adj Flow Rate, veh/h	178	16	42	455	276	29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	6	6	6	6
Cap, veh/h	253	225	45	899	524	444
Arrive On Green	0.14	0.14	0.03	0.50	0.29	0.29
Sat Flow, veh/h	1781	1585	1725	1811	1811	1535
Grp Volume(v), veh/h	178	16	42	455	276	29
Grp Sat Flow(s),veh/h/ln	1781	1585	1725	1811	1811	1535
Q Serve(g_s), s	2.1	0.2	0.5	3.7	2.8	0.3
Cycle Q Clear(g_c), s	2.1	0.2	0.5	3.7	2.8	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	253	225	45	899	524	444
V/C Ratio(X)	0.70	0.07	0.93	0.51	0.53	0.07
Avail Cap(c_a), veh/h	1288	1146	546	2947	2047	1735
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	8.2	10.7	3.7	6.6	5.7
Incr Delay (d2), s/veh	3.6	0.1	45.4	0.4	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.2	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.6	8.4	56.2	4.2	7.4	5.8
LnGrp LOS	B	A	E	A	A	A
Approach Vol, veh/h	194			497	305	
Approach Delay, s/veh	12.2			8.6	7.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		15.0		7.1	4.6	10.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		36.0		16.0	7.0	25.0
Max Q Clear Time (g_c+I1), s		5.7		4.1	2.5	4.8
Green Ext Time (p_c), s		3.1		0.4	0.0	1.6

Intersection Summary			
HCM 6th Ctrl Delay		8.9	
HCM 6th LOS		A	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	141	46	44	270	302	203
Future Volume (veh/h)	141	46	44	270	302	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	141	7	44	270	302	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	190	169	49	972	582	494
Arrive On Green	0.11	0.11	0.03	0.52	0.31	0.31
Sat Flow, veh/h	1781	1585	1767	1856	1870	1585
Grp Volume(v), veh/h	141	7	44	270	302	75
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1856	1870	1585
Q Serve(g_s), s	1.7	0.1	0.5	1.8	2.9	0.7
Cycle Q Clear(g_c), s	1.7	0.1	0.5	1.8	2.9	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	190	169	49	972	582	494
V/C Ratio(X)	0.74	0.04	0.91	0.28	0.52	0.15
Avail Cap(c_a), veh/h	1152	1025	572	3258	2333	1977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	8.7	10.5	2.9	6.1	5.4
Incr Delay (d2), s/veh	5.6	0.1	39.8	0.2	0.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.0	0.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	8.8	50.3	3.0	6.8	5.5
LnGrp LOS	B	A	D	A	A	A
Approach Vol, veh/h	148			314	377	
Approach Delay, s/veh	14.7			9.7	6.6	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		15.3		6.3	4.6	10.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		38.0		14.0	7.0	27.0
Max Q Clear Time (g_c+I1), s		3.8		3.7	2.5	4.9
Green Ext Time (p_c), s		1.7		0.3	0.0	2.0

Intersection Summary						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	141	59	56	307	348	203
Future Volume (veh/h)	141	59	56	307	348	203
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	141	20	56	307	348	75
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	200	178	64	1008	626	531
Arrive On Green	0.11	0.11	0.04	0.54	0.33	0.33
Sat Flow, veh/h	1781	1585	1767	1856	1870	1585
Grp Volume(v), veh/h	141	20	56	307	348	75
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1856	1870	1585
Q Serve(g_s), s	1.8	0.3	0.7	2.1	3.5	0.8
Cycle Q Clear(g_c), s	1.8	0.3	0.7	2.1	3.5	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	200	178	64	1008	626	531
V/C Ratio(X)	0.70	0.11	0.88	0.30	0.56	0.14
Avail Cap(c_a), veh/h	997	887	609	3115	2174	1842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	9.3	11.1	2.9	6.3	5.4
Incr Delay (d2), s/veh	4.5	0.3	28.6	0.2	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	0.1	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4	9.5	39.7	3.1	7.1	5.5
LnGrp LOS	B	A	D	A	A	A
Approach Vol, veh/h	161			363	423	
Approach Delay, s/veh	13.8			8.7	6.8	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		16.6		6.6	4.8	11.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		39.0		13.0	8.0	27.0
Max Q Clear Time (g_c+I1), s		4.1		3.8	2.7	5.5
Green Ext Time (p_c), s		2.0		0.3	0.0	2.3

Intersection Summary						
HCM 6th Ctrl Delay			8.7			
HCM 6th LOS			A			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	146	46	44	343	401	207
Future Volume (veh/h)	146	46	44	343	401	207
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	146	7	44	343	401	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	196	175	49	1039	687	583
Arrive On Green	0.11	0.11	0.03	0.56	0.37	0.37
Sat Flow, veh/h	1781	1585	1767	1856	1870	1585
Grp Volume(v), veh/h	146	7	44	343	401	79
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1856	1870	1585
Q Serve(g_s), s	1.9	0.1	0.6	2.4	4.2	0.8
Cycle Q Clear(g_c), s	1.9	0.1	0.6	2.4	4.2	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	196	175	49	1039	687	583
V/C Ratio(X)	0.74	0.04	0.90	0.33	0.58	0.14
Avail Cap(c_a), veh/h	881	784	510	3058	2235	1894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	9.6	11.8	2.9	6.2	5.1
Incr Delay (d2), s/veh	5.5	0.1	38.1	0.2	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.7	0.1	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	9.7	49.8	3.1	7.0	5.2
LnGrp LOS	B	A	D	A	A	A
Approach Vol, veh/h	153			387	480	
Approach Delay, s/veh	15.7			8.4	6.7	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	17.6		6.7	4.7	12.9
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0		12.0	7.0	29.0
Max Q Clear Time (g_c+I1), s	4.4		3.9	2.6	6.2
Green Ext Time (p_c), s	2.3		0.2	0.0	2.8

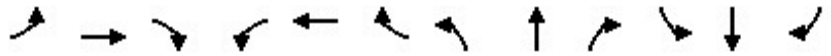
Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	146	59	56	380	447	207
Future Volume (veh/h)	146	59	56	380	447	207
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1856	1856	1870	1870
Adj Flow Rate, veh/h	146	20	56	380	447	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	3	3	2	2
Cap, veh/h	206	183	64	1072	726	615
Arrive On Green	0.12	0.12	0.04	0.58	0.39	0.39
Sat Flow, veh/h	1781	1585	1767	1856	1870	1585
Grp Volume(v), veh/h	146	20	56	380	447	79
Grp Sat Flow(s),veh/h/ln	1781	1585	1767	1856	1870	1585
Q Serve(g_s), s	2.1	0.3	0.8	2.8	5.0	0.8
Cycle Q Clear(g_c), s	2.1	0.3	0.8	2.8	5.0	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	206	183	64	1072	726	615
V/C Ratio(X)	0.71	0.11	0.87	0.35	0.62	0.13
Avail Cap(c_a), veh/h	819	729	406	2843	2149	1821
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	10.3	12.5	2.9	6.4	5.1
Incr Delay (d2), s/veh	4.4	0.3	27.7	0.2	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.7	0.1	1.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	10.6	40.2	3.1	7.3	5.2
LnGrp LOS	B	B	D	A	A	A
Approach Vol, veh/h	166			436	526	
Approach Delay, s/veh	14.9			7.9	7.0	
Approach LOS	B			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	19.1		7.0	4.9	14.1
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0		12.0	6.0	30.0
Max Q Clear Time (g_c+I1), s	4.8		4.1	2.8	7.0
Green Ext Time (p_c), s	2.5		0.3	0.0	3.1

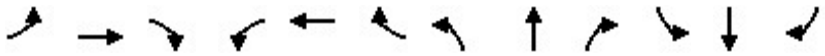
Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	29	33	7	47	45	33	261	5	39	130	180
Future Volume (veh/h)	192	29	33	7	47	45	33	261	5	39	130	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1841	1841	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	192	29	10	7	47	4	33	261	1	39	130	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	4	4	4	6	6	6	6	6	6
Cap, veh/h	258	361	306	7	94	80	36	426	361	43	433	367
Arrive On Green	0.14	0.19	0.19	0.00	0.05	0.05	0.02	0.24	0.24	0.02	0.24	0.24
Sat Flow, veh/h	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Grp Volume(v), veh/h	192	29	10	7	47	4	33	261	1	39	130	43
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Q Serve(g_s), s	3.0	0.4	0.1	0.1	0.7	0.1	0.6	3.8	0.0	0.7	1.7	0.6
Cycle Q Clear(g_c), s	3.0	0.4	0.1	0.1	0.7	0.1	0.6	3.8	0.0	0.7	1.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	361	306	7	94	80	36	426	361	43	433	367
V/C Ratio(X)	0.74	0.08	0.03	1.00	0.50	0.05	0.93	0.61	0.00	0.91	0.30	0.12
Avail Cap(c_a), veh/h	803	1037	879	120	314	266	294	1298	1100	294	1298	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	9.8	9.7	14.6	13.5	13.2	14.3	10.0	8.6	14.3	9.1	8.7
Incr Delay (d2), s/veh	4.2	0.1	0.0	157.3	4.0	0.3	53.1	1.4	0.0	44.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.0	0.3	0.3	0.0	0.7	1.2	0.0	0.7	0.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.2	9.9	9.7	171.9	17.5	13.5	67.4	11.4	8.6	58.7	9.5	8.9
LnGrp LOS	B	A	A	F	B	B	E	B	A	E	A	A
Approach Vol, veh/h		231			58			295			212	
Approach Delay, s/veh		15.2			35.9			17.7			18.4	
Approach LOS		B			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	10.9	4.1	9.6	4.6	11.0	8.2	5.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	21.0	2.0	16.0	5.0	21.0	13.0	5.0
Max Q Clear Time (g_c+I1), s	2.7	5.8	2.1	2.4	2.6	3.7	5.0	2.7
Green Ext Time (p_c), s	0.0	1.3	0.0	0.1	0.0	0.7	0.3	0.0

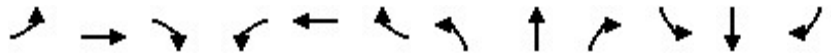
Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	29	42	7	47	45	43	284	5	39	145	180
Future Volume (veh/h)	192	29	42	7	47	45	43	284	5	39	145	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1841	1841	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	192	29	19	7	47	4	43	284	1	39	145	43
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	4	4	4	6	6	6	6	6	6
Cap, veh/h	257	365	309	7	100	84	48	453	384	43	448	379
Arrive On Green	0.14	0.19	0.19	0.00	0.05	0.05	0.03	0.25	0.25	0.02	0.25	0.25
Sat Flow, veh/h	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Grp Volume(v), veh/h	192	29	19	7	47	4	43	284	1	39	145	43
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Q Serve(g_s), s	3.1	0.4	0.3	0.1	0.7	0.1	0.8	4.2	0.0	0.7	2.0	0.7
Cycle Q Clear(g_c), s	3.1	0.4	0.3	0.1	0.7	0.1	0.8	4.2	0.0	0.7	2.0	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	365	309	7	100	84	48	453	384	43	448	379
V/C Ratio(X)	0.75	0.08	0.06	1.00	0.47	0.05	0.90	0.63	0.00	0.91	0.32	0.11
Avail Cap(c_a), veh/h	718	943	799	116	304	258	285	1318	1117	285	1318	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	10.0	10.0	15.1	13.9	13.6	14.7	10.1	8.5	14.7	9.3	8.8
Incr Delay (d2), s/veh	4.3	0.1	0.1	157.0	3.4	0.2	39.2	1.4	0.0	43.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.1	0.1	0.3	0.3	0.0	0.8	1.3	0.0	0.7	0.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	10.1	10.1	172.0	17.3	13.8	53.9	11.5	8.5	58.6	9.7	8.9
LnGrp LOS	B	B	B	F	B	B	D	B	A	E	A	A
Approach Vol, veh/h		240			58			328			227	
Approach Delay, s/veh		15.4			35.8			17.1			18.0	
Approach LOS		B			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	11.6	4.1	9.8	4.8	11.5	8.3	5.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	22.0	2.0	15.0	5.0	22.0	12.0	5.0
Max Q Clear Time (g_c+I1), s	2.7	6.2	2.1	2.4	2.8	4.0	5.1	2.7
Green Ext Time (p_c), s	0.0	1.4	0.0	0.1	0.0	0.8	0.3	0.0

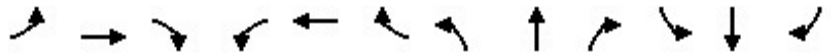
Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	130	53	39	259	117	88	461	20	73	223	223
Future Volume (veh/h)	228	130	53	39	259	117	88	461	20	73	223	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1841	1841	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	228	130	30	39	259	76	88	461	16	73	223	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	4	4	4	6	6	6	6	6	6
Cap, veh/h	283	588	499	46	331	280	111	550	466	90	529	448
Arrive On Green	0.16	0.31	0.31	0.03	0.18	0.18	0.06	0.30	0.30	0.05	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Grp Volume(v), veh/h	228	130	30	39	259	76	88	461	16	73	223	86
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Q Serve(g_s), s	6.3	2.6	0.7	1.2	7.0	2.2	2.6	12.3	0.4	2.2	5.2	2.2
Cycle Q Clear(g_c), s	6.3	2.6	0.7	1.2	7.0	2.2	2.6	12.3	0.4	2.2	5.2	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	283	588	499	46	331	280	111	550	466	90	529	448
V/C Ratio(X)	0.81	0.22	0.06	0.85	0.78	0.27	0.79	0.84	0.03	0.81	0.42	0.19
Avail Cap(c_a), veh/h	348	588	499	169	390	330	232	697	591	100	558	473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	13.3	12.6	25.2	20.3	18.4	24.0	16.9	12.7	24.4	14.9	13.8
Incr Delay (d2), s/veh	10.8	0.2	0.0	32.5	8.6	0.5	11.9	7.2	0.0	34.8	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	1.0	0.2	0.9	3.5	0.8	1.4	5.5	0.1	1.7	1.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	13.5	12.7	57.7	28.9	18.9	35.8	24.1	12.8	59.2	15.4	14.0
LnGrp LOS	C	B	B	E	C	B	D	C	B	E	B	B
Approach Vol, veh/h		388			374			565			382	
Approach Delay, s/veh		24.3			29.9			25.6			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	19.8	5.4	20.1	7.3	19.2	12.1	13.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.6	20.0	5.0	16.0	7.0	16.0	10.0	11.0
Max Q Clear Time (g_c+I1), s	4.2	14.3	3.2	4.6	4.6	7.2	8.3	9.0
Green Ext Time (p_c), s	0.0	1.4	0.0	0.5	0.0	1.0	0.1	0.4

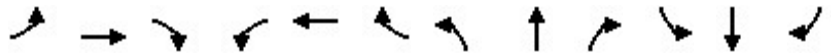
Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	130	62	39	259	117	98	484	20	73	238	223
Future Volume (veh/h)	228	130	62	39	259	117	98	484	20	73	238	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1841	1841	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	228	130	39	39	259	76	98	484	16	73	238	86
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	4	4	4	6	6	6	6	6	6
Cap, veh/h	282	585	495	46	328	278	125	567	480	90	531	450
Arrive On Green	0.16	0.31	0.31	0.03	0.18	0.18	0.07	0.31	0.31	0.05	0.29	0.29
Sat Flow, veh/h	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Grp Volume(v), veh/h	228	130	39	39	259	76	98	484	16	73	238	86
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Q Serve(g_s), s	6.5	2.7	0.9	1.2	7.2	2.2	3.0	13.3	0.4	2.2	5.7	2.2
Cycle Q Clear(g_c), s	6.5	2.7	0.9	1.2	7.2	2.2	3.0	13.3	0.4	2.2	5.7	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	585	495	46	328	278	125	567	480	90	531	450
V/C Ratio(X)	0.81	0.22	0.08	0.85	0.79	0.27	0.79	0.85	0.03	0.81	0.45	0.19
Avail Cap(c_a), veh/h	340	585	495	165	381	323	259	681	577	97	531	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	13.7	13.1	25.8	20.9	18.9	24.3	17.1	12.7	24.9	15.3	14.1
Incr Delay (d2), s/veh	11.5	0.2	0.1	32.1	9.4	0.5	10.3	8.9	0.0	35.8	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	1.1	0.3	0.9	3.6	0.8	1.5	6.2	0.1	1.7	2.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	13.9	13.1	57.9	30.3	19.4	34.6	26.1	12.7	60.8	15.9	14.3
LnGrp LOS	C	B	B	E	C	B	C	C	B	E	B	B
Approach Vol, veh/h		397			374			598			397	
Approach Delay, s/veh		24.9			30.9			27.1			23.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	20.6	5.4	20.4	7.8	19.6	12.3	13.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.6	20.0	5.0	16.0	8.0	15.0	10.0	11.0
Max Q Clear Time (g_c+I1), s	4.2	15.3	3.2	4.7	5.0	7.7	8.5	9.2
Green Ext Time (p_c), s	0.0	1.3	0.0	0.5	0.1	0.9	0.1	0.3

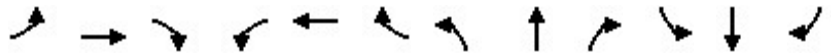
Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	130	61	39	259	117	94	557	20	73	273	225
Future Volume (veh/h)	234	130	61	39	259	117	94	557	20	73	273	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1841	1841	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	234	130	38	39	259	76	94	557	16	73	273	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	4	4	4	6	6	6	6	6	6
Cap, veh/h	282	570	483	46	314	266	119	625	529	89	594	503
Arrive On Green	0.16	0.30	0.30	0.03	0.17	0.17	0.07	0.34	0.34	0.05	0.33	0.33
Sat Flow, veh/h	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Grp Volume(v), veh/h	234	130	38	39	259	76	94	557	16	73	273	88
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Q Serve(g_s), s	7.3	3.0	1.0	1.3	7.9	2.5	3.1	16.8	0.4	2.4	6.9	2.4
Cycle Q Clear(g_c), s	7.3	3.0	1.0	1.3	7.9	2.5	3.1	16.8	0.4	2.4	6.9	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	570	483	46	314	266	119	625	529	89	594	503
V/C Ratio(X)	0.83	0.23	0.08	0.84	0.82	0.29	0.79	0.89	0.03	0.82	0.46	0.17
Avail Cap(c_a), veh/h	282	570	483	152	318	270	179	689	584	89	595	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	15.2	14.5	28.0	23.1	20.9	26.5	17.9	12.5	27.1	15.4	13.9
Incr Delay (d2), s/veh	18.6	0.2	0.1	30.9	15.8	0.6	12.8	13.1	0.0	42.0	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.2	0.3	0.9	4.5	0.9	1.6	8.4	0.1	2.0	2.6	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.2	15.4	14.6	58.9	38.9	21.5	39.3	31.0	12.6	69.2	15.9	14.0
LnGrp LOS	D	B	B	E	D	C	D	C	B	E	B	B
Approach Vol, veh/h		402			374			667			434	
Approach Delay, s/veh		30.9			37.5			31.7			24.5	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	23.9	5.5	21.3	8.0	23.0	13.0	13.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.0	22.0	5.0	14.0	6.0	19.0	9.0	10.0
Max Q Clear Time (g_c+I1), s	4.4	18.8	3.3	5.0	5.1	8.9	9.3	9.9
Green Ext Time (p_c), s	0.0	1.1	0.0	0.5	0.0	1.3	0.0	0.0

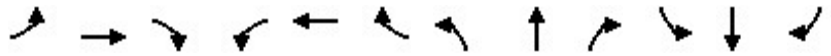
Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	130	70	39	259	117	104	580	20	73	288	225
Future Volume (veh/h)	234	130	70	39	259	117	104	580	20	73	288	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1841	1841	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	234	130	47	39	259	76	104	580	16	73	288	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	4	4	4	6	6	6	6	6	6
Cap, veh/h	282	542	459	46	287	243	132	650	551	90	606	514
Arrive On Green	0.16	0.29	0.29	0.03	0.16	0.16	0.08	0.36	0.36	0.05	0.33	0.33
Sat Flow, veh/h	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Grp Volume(v), veh/h	234	130	47	39	259	76	104	580	16	73	288	88
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1753	1841	1560	1725	1811	1535	1725	1811	1535
Q Serve(g_s), s	7.2	3.0	1.2	1.3	8.0	2.5	3.4	17.4	0.4	2.4	7.3	2.3
Cycle Q Clear(g_c), s	7.2	3.0	1.2	1.3	8.0	2.5	3.4	17.4	0.4	2.4	7.3	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	542	459	46	287	243	132	650	551	90	606	514
V/C Ratio(X)	0.83	0.24	0.10	0.84	0.90	0.31	0.79	0.89	0.03	0.81	0.48	0.17
Avail Cap(c_a), veh/h	282	542	459	152	287	243	179	722	611	90	627	532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	15.8	15.2	28.0	23.9	21.6	26.2	17.4	12.0	27.1	15.2	13.6
Incr Delay (d2), s/veh	18.4	0.2	0.1	30.9	29.5	0.7	15.1	12.6	0.0	41.7	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	1.2	0.4	0.9	5.6	0.9	1.9	8.6	0.1	2.0	2.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	16.1	15.3	58.9	53.4	22.3	41.3	30.0	12.0	68.8	15.8	13.7
LnGrp LOS	D	B	B	E	D	C	D	C	B	E	B	B
Approach Vol, veh/h		411			374			700			449	
Approach Delay, s/veh		30.7			47.7			31.3			24.0	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	24.7	5.5	20.5	8.4	23.3	13.0	13.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	3.0	23.0	5.0	13.0	6.0	20.0	9.0	9.0
Max Q Clear Time (g_c+I1), s	4.4	19.4	3.3	5.0	5.4	9.3	9.2	10.0
Green Ext Time (p_c), s	0.0	1.3	0.0	0.5	0.0	1.5	0.0	0.0

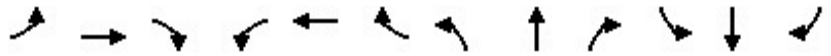
Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	32	49	6	38	25	36	133	12	58	207	191
Future Volume (veh/h)	100	32	49	6	38	25	36	133	12	58	207	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	100	32	10	6	38	3	36	133	3	58	207	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	127	215	182	7	89	75	40	382	324	68	414	351
Arrive On Green	0.07	0.11	0.11	0.00	0.05	0.05	0.02	0.21	0.21	0.04	0.22	0.22
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	100	32	10	6	38	3	36	133	3	58	207	60
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	1.4	0.4	0.1	0.1	0.5	0.0	0.5	1.5	0.0	0.8	2.4	0.8
Cycle Q Clear(g_c), s	1.4	0.4	0.1	0.1	0.5	0.0	0.5	1.5	0.0	0.8	2.4	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	215	182	7	89	75	40	382	324	68	414	351
V/C Ratio(X)	0.79	0.15	0.05	0.83	0.43	0.04	0.91	0.35	0.01	0.86	0.50	0.17
Avail Cap(c_a), veh/h	1146	1504	1275	361	682	578	705	2073	1757	782	2164	1834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	10.0	9.9	12.5	11.6	11.4	12.2	8.5	7.9	12.0	8.5	7.9
Incr Delay (d2), s/veh	10.1	0.3	0.1	108.9	3.2	0.2	46.2	0.5	0.0	24.8	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.1	0.0	0.2	0.2	0.0	0.7	0.4	0.0	0.7	0.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.6	10.3	10.0	121.4	14.9	11.6	58.4	9.1	7.9	36.8	9.5	8.1
LnGrp LOS	C	B	B	F	B	B	E	A	A	D	A	A
Approach Vol, veh/h		142			47			172			325	
Approach Delay, s/veh		18.2			28.3			19.4			14.1	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	9.2	4.1	6.9	4.6	9.6	5.8	5.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	28.0	5.0	20.0	10.0	29.0	16.0	9.0
Max Q Clear Time (g_c+I1), s	2.8	3.5	2.1	2.4	2.5	4.4	3.4	2.5
Green Ext Time (p_c), s	0.1	0.7	0.0	0.1	0.0	1.4	0.2	0.0

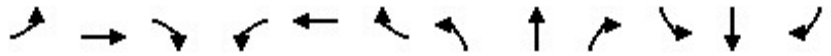
Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	32	65	6	38	25	50	156	12	58	237	191
Future Volume (veh/h)	100	32	65	6	38	25	50	156	12	58	237	191
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	100	32	26	6	38	3	50	156	3	58	237	60
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	128	226	191	7	99	84	57	433	367	68	447	379
Arrive On Green	0.07	0.12	0.12	0.00	0.05	0.05	0.03	0.23	0.23	0.04	0.24	0.24
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	100	32	26	6	38	3	50	156	3	58	237	60
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	1.4	0.4	0.4	0.1	0.5	0.0	0.7	1.9	0.0	0.9	2.9	0.8
Cycle Q Clear(g_c), s	1.4	0.4	0.4	0.1	0.5	0.0	0.7	1.9	0.0	0.9	2.9	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	226	191	7	99	84	57	433	367	68	447	379
V/C Ratio(X)	0.78	0.14	0.14	0.88	0.38	0.04	0.87	0.36	0.01	0.85	0.53	0.16
Avail Cap(c_a), veh/h	1087	1426	1209	342	647	548	669	2036	1725	674	2052	1739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	10.4	10.4	13.2	12.1	11.9	12.7	8.5	7.8	12.6	8.8	8.0
Incr Delay (d2), s/veh	10.0	0.3	0.3	124.4	2.4	0.2	30.7	0.5	0.0	24.5	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.1	0.1	0.3	0.2	0.0	0.7	0.5	0.0	0.7	0.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.0	10.7	10.7	137.6	14.6	12.1	43.4	9.0	7.8	37.1	9.7	8.1
LnGrp LOS	C	B	B	F	B	B	D	A	A	D	A	A
Approach Vol, veh/h		158			47			209			355	
Approach Delay, s/veh		17.9			30.1			17.2			13.9	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	10.2	4.1	7.2	4.9	10.3	5.9	5.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	29.0	5.0	20.0	10.0	29.0	16.0	9.0
Max Q Clear Time (g_c+I1), s	2.9	3.9	2.1	2.4	2.7	4.9	3.4	2.5
Green Ext Time (p_c), s	0.0	0.8	0.0	0.1	0.0	1.6	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	277	111	32	209	83	74	288	49	141	437	241
Future Volume (veh/h)	154	277	111	32	209	83	74	288	49	141	437	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	154	277	72	32	209	61	74	288	40	141	437	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	202	486	411	37	314	266	93	492	417	185	592	502
Arrive On Green	0.11	0.26	0.26	0.02	0.17	0.17	0.05	0.27	0.27	0.10	0.32	0.32
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	154	277	72	32	209	61	74	288	40	141	437	110
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	3.8	5.8	1.6	0.8	4.7	1.5	1.9	6.1	0.9	3.5	9.4	2.3
Cycle Q Clear(g_c), s	3.8	5.8	1.6	0.8	4.7	1.5	1.9	6.1	0.9	3.5	9.4	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	486	411	37	314	266	93	492	417	185	592	502
V/C Ratio(X)	0.76	0.57	0.17	0.86	0.66	0.23	0.80	0.58	0.10	0.76	0.74	0.22
Avail Cap(c_a), veh/h	475	914	775	199	628	532	312	1023	867	471	1196	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	14.7	13.1	22.2	17.7	16.4	21.3	14.5	12.6	19.8	13.8	11.4
Incr Delay (d2), s/veh	5.8	1.1	0.2	39.8	2.4	0.4	14.3	1.1	0.1	6.4	1.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.2	0.5	0.7	2.0	0.5	1.1	2.3	0.3	1.6	3.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	15.7	13.3	61.9	20.2	16.9	35.6	15.6	12.7	26.1	15.6	11.6
LnGrp LOS	C	B	B	E	C	B	D	B	B	C	B	B
Approach Vol, veh/h		503			302			402			688	
Approach Delay, s/veh		18.3			23.9			19.0			17.1	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	16.0	4.9	15.7	6.4	18.4	9.1	11.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	25.0	5.0	22.0	8.0	29.0	12.0	15.0
Max Q Clear Time (g_c+I1), s	5.8	8.1	2.8	7.8	3.9	11.4	5.8	6.7
Green Ext Time (p_c), s	0.2	1.6	0.0	1.6	0.0	2.9	0.2	0.8

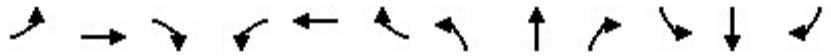
Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	277	127	32	209	83	88	311	49	141	467	241
Future Volume (veh/h)	154	277	127	32	209	83	88	311	49	141	467	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	154	277	88	32	209	61	88	311	40	141	467	110
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	201	475	402	37	305	259	112	540	458	185	620	525
Arrive On Green	0.11	0.25	0.25	0.02	0.16	0.16	0.06	0.29	0.29	0.10	0.33	0.33
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	154	277	88	32	209	61	88	311	40	141	467	110
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	4.0	6.2	2.1	0.8	5.0	1.6	2.4	6.9	0.9	3.7	10.7	2.4
Cycle Q Clear(g_c), s	4.0	6.2	2.1	0.8	5.0	1.6	2.4	6.9	0.9	3.7	10.7	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	475	402	37	305	259	112	540	458	185	620	525
V/C Ratio(X)	0.77	0.58	0.22	0.86	0.68	0.24	0.79	0.58	0.09	0.76	0.75	0.21
Avail Cap(c_a), veh/h	411	823	698	151	553	469	257	1042	883	445	1245	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	15.8	14.2	23.5	19.0	17.6	22.2	14.5	12.4	21.0	14.3	11.5
Incr Delay (d2), s/veh	6.0	1.1	0.3	39.0	2.7	0.5	11.5	1.0	0.1	6.4	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.5	0.7	0.7	2.2	0.6	1.2	2.6	0.3	1.7	4.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	16.9	14.5	62.5	21.8	18.1	33.7	15.5	12.5	27.4	16.2	11.7
LnGrp LOS	C	B	B	E	C	B	C	B	B	C	B	B
Approach Vol, veh/h		519			302			439			718	
Approach Delay, s/veh		19.4			25.3			18.9			17.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	18.0	5.0	16.1	7.0	19.9	9.4	11.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	27.0	4.0	21.0	7.0	32.0	11.0	14.0
Max Q Clear Time (g_c+I1), s	5.7	8.9	2.8	8.2	4.4	12.7	6.0	7.0
Green Ext Time (p_c), s	0.2	1.8	0.0	1.5	0.0	3.2	0.2	0.7

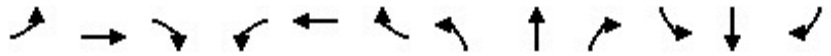
Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	277	121	32	209	83	88	359	49	141	547	248
Future Volume (veh/h)	158	277	121	32	209	83	88	359	49	141	547	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	158	277	82	32	209	61	88	359	40	141	547	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	204	465	394	38	292	247	112	611	518	184	690	584
Arrive On Green	0.11	0.25	0.25	0.02	0.15	0.15	0.06	0.33	0.33	0.10	0.37	0.37
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	158	277	82	32	209	61	88	359	40	141	547	117
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	4.6	6.9	2.2	0.9	5.6	1.8	2.6	8.6	0.9	4.1	13.9	2.7
Cycle Q Clear(g_c), s	4.6	6.9	2.2	0.9	5.6	1.8	2.6	8.6	0.9	4.1	13.9	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	465	394	38	292	247	112	611	518	184	690	584
V/C Ratio(X)	0.77	0.60	0.21	0.85	0.72	0.25	0.78	0.59	0.08	0.77	0.79	0.20
Avail Cap(c_a), veh/h	371	708	600	136	464	393	232	975	827	401	1159	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	17.7	15.9	26.0	21.4	19.8	24.6	14.9	12.3	23.3	15.0	11.5
Incr Delay (d2), s/veh	6.1	1.2	0.3	37.4	3.3	0.5	11.2	0.9	0.1	6.6	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.8	0.7	0.8	2.5	0.6	1.4	3.3	0.3	1.9	5.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	19.0	16.2	63.4	24.7	20.3	35.8	15.8	12.4	29.9	17.1	11.6
LnGrp LOS	C	B	B	E	C	C	D	B	B	C	B	B
Approach Vol, veh/h		517			302			487			805	
Approach Delay, s/veh		21.6			27.9			19.1			18.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	21.5	5.1	17.1	7.4	23.6	10.1	12.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	28.0	4.0	20.0	7.0	33.0	11.0	13.0
Max Q Clear Time (g_c+I1), s	6.1	10.6	2.9	8.9	4.6	15.9	6.6	7.6
Green Ext Time (p_c), s	0.2	2.1	0.0	1.4	0.0	3.7	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	277	137	32	209	83	102	382	49	141	577	248
Future Volume (veh/h)	158	277	137	32	209	83	102	382	49	141	577	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	158	277	98	32	209	61	102	382	40	141	577	117
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	0	0	0	3	3	3	2	2	2
Cap, veh/h	202	454	385	38	283	240	131	655	555	183	714	605
Arrive On Green	0.11	0.24	0.24	0.02	0.15	0.15	0.07	0.35	0.35	0.10	0.38	0.38
Sat Flow, veh/h	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Grp Volume(v), veh/h	158	277	98	32	209	61	102	382	40	141	577	117
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1810	1900	1610	1767	1856	1572	1781	1870	1585
Q Serve(g_s), s	4.8	7.4	2.8	1.0	6.0	1.9	3.2	9.5	1.0	4.4	15.6	2.8
Cycle Q Clear(g_c), s	4.8	7.4	2.8	1.0	6.0	1.9	3.2	9.5	1.0	4.4	15.6	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	454	385	38	283	240	131	655	555	183	714	605
V/C Ratio(X)	0.78	0.61	0.25	0.84	0.74	0.25	0.78	0.58	0.07	0.77	0.81	0.19
Avail Cap(c_a), veh/h	317	632	536	96	403	341	218	983	833	377	1156	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	19.1	17.4	27.6	23.0	21.3	25.8	14.9	12.2	24.8	15.7	11.7
Incr Delay (d2), s/veh	6.4	1.3	0.3	36.6	4.3	0.6	9.6	0.8	0.1	6.7	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.1	1.0	0.8	2.8	0.7	1.6	3.7	0.3	2.1	6.2	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	20.5	17.7	64.2	27.3	21.9	35.4	15.7	12.2	31.5	17.9	11.8
LnGrp LOS	C	C	B	E	C	C	D	B	B	C	B	B
Approach Vol, veh/h		533			302			524			835	
Approach Delay, s/veh		23.1			30.1			19.3			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	24.0	5.2	17.6	8.2	25.6	10.4	12.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	30.0	3.0	19.0	7.0	35.0	10.0	12.0
Max Q Clear Time (g_c+I1), s	6.4	11.5	3.0	9.4	5.2	17.6	6.8	8.0
Green Ext Time (p_c), s	0.2	2.3	0.0	1.3	0.0	4.0	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	109	36	36	464	316	87
Future Vol, veh/h	109	36	36	464	316	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	109	36	36	464	316	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	852	316	403	0	-	0
Stage 1	316	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	330	724	1145	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	320	724	1145	-	-	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1145	-	320	724	-	-
HCM Lane V/C Ratio	0.031	-	0.341	0.05	-	-
HCM Control Delay (s)	8.2	-	22	10.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	109	42	42	481	326	87
Future Vol, veh/h	109	42	42	481	326	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	4	4	4	4
Mvmt Flow	109	42	42	481	326	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	891	326	413	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	313	715	1135	-	-	-
Stage 1	731	-	-	-	-	-
Stage 2	569	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	715	1135	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	569	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1135	-	301	715	-	-
HCM Lane V/C Ratio	0.037	-	0.362	0.059	-	-
HCM Control Delay (s)	8.3	-	23.6	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	0.2	-	-

Intersection	
Int Delay, s/veh	151.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	85	61	68	179	90	104	672	32	42	392	87
Future Vol, veh/h	110	85	61	68	179	90	104	672	32	42	392	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	110	85	61	68	179	90	104	672	32	42	392	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1388	392	1473	1443	672	479	0	0	704	0	0
Stage 1	476	476	-	880	880	-	-	-	-	-	-	-
Stage 2	1031	912	-	593	563	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 99	143	657	105	~ 132	456	1073	-	-	885	-	-
Stage 1	570	557	-	342	365	-	-	-	-	-	-	-
Stage 2	281	353	-	492	509	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	123	657	~ 38	~ 114	456	1073	-	-	885	-	-
Mov Cap-2 Maneuver	-	123	-	~ 38	~ 114	-	-	-	-	-	-	-
Stage 1	515	531	-	309	330	-	-	-	-	-	-	-
Stage 2	~ 93	319	-	357	485	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 862.3	1.1	0.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1073	-	-	-	657	74	456	885	-	-
HCM Lane V/C Ratio	0.097	-	-	-	0.093	3.338	0.197	0.047	-	-
HCM Control Delay (s)	8.7	-	-	-	1$	$ 1171.1	14.8	9.3	-	-
HCM Lane LOS	A	-	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	25.3	0.7	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	176.7

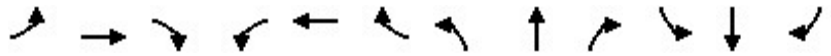
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	110	85	67	68	179	90	110	689	32	42	402	87
Future Vol, veh/h	110	85	67	68	179	90	110	689	32	42	402	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	110	85	67	68	179	90	110	689	32	42	402	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1546	1427	402	1515	1482	689	489	0	0	721	0	0
Stage 1	486	486	-	909	909	-	-	-	-	-	-	-
Stage 2	1060	941	-	606	573	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 93	135	648	98	~ 125	446	1064	-	-	872	-	-
Stage 1	563	551	-	329	354	-	-	-	-	-	-	-
Stage 2	271	342	-	484	504	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	115	648	~ 32	~ 107	446	1064	-	-	872	-	-
Mov Cap-2 Maneuver	-	115	-	~ 32	~ 107	-	-	-	-	-	-	-
Stage 1	505	525	-	295	318	-	-	-	-	-	-	-
Stage 2	~ 85	307	-	346	480	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 1023.9	1.2	0.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1064	-	-	-	648	65	446	872	-	-
HCM Lane V/C Ratio	0.103	-	-	-	0.103	3.8	0.202	0.048	-	-
HCM Control Delay (s)	8.8	-	-	-	11.2	$ 1391.5	15.1	9.3	-	-
HCM Lane LOS	A	-	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	26.3	0.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	85	67	68	179	90	110	689	32	42	402	87
Future Volume (veh/h)	110	85	67	68	179	90	110	689	32	42	402	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	110	85	67	68	179	90	110	689	32	42	402	87
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	143	237	187	85	249	125	142	1084	50	49	761	163
Arrive On Green	0.08	0.24	0.24	0.05	0.21	0.21	0.08	0.32	0.32	0.03	0.27	0.27
Sat Flow, veh/h	1781	969	764	1781	1174	590	1753	3403	158	1753	2865	614
Grp Volume(v), veh/h	110	0	152	68	0	269	110	354	367	42	244	245
Grp Sat Flow(s),veh/h/ln	1781	0	1733	1781	0	1764	1753	1749	1812	1753	1749	1730
Q Serve(g_s), s	2.7	0.0	3.2	1.7	0.0	6.3	2.7	7.7	7.7	1.1	5.3	5.4
Cycle Q Clear(g_c), s	2.7	0.0	3.2	1.7	0.0	6.3	2.7	7.7	7.7	1.1	5.3	5.4
Prop In Lane	1.00		0.44	1.00		0.33	1.00		0.09	1.00		0.36
Lane Grp Cap(c), veh/h	143	0	424	85	0	374	142	557	577	49	464	460
V/C Ratio(X)	0.77	0.00	0.36	0.80	0.00	0.72	0.78	0.64	0.64	0.86	0.53	0.53
Avail Cap(c_a), veh/h	402	0	822	322	0	757	396	1146	1187	238	988	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	13.8	20.9	0.0	16.2	20.0	12.9	12.9	21.4	13.9	13.9
Incr Delay (d2), s/veh	8.5	0.0	0.5	15.9	0.0	2.6	8.8	1.2	1.2	31.8	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	1.1	1.0	0.0	2.4	1.3	2.6	2.7	0.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.0	14.4	36.7	0.0	18.8	28.7	14.1	14.1	53.2	14.8	14.9
LnGrp LOS	C	A	B	D	A	B	C	B	B	D	B	B
Approach Vol, veh/h		262			337			831			531	
Approach Delay, s/veh		20.3			22.4			16.0			17.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	18.1	6.1	14.8	7.6	15.8	7.5	13.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.6	29.0	8.0	21.0	10.0	25.0	10.0	19.0
Max Q Clear Time (g_c+I1), s	3.1	9.7	3.7	5.2	4.7	7.4	4.7	8.3
Green Ext Time (p_c), s	0.0	4.4	0.0	0.7	0.1	2.8	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	292.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	115	85	75	68	179	90	112	768	32	42	429	88
Future Vol, veh/h	115	85	75	68	179	90	112	768	32	42	429	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	115	85	75	68	179	90	112	768	32	42	429	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1656	1537	429	1629	1593	768	517	0	0	800	0	0
Stage 1	513	513	-	992	992	-	-	-	-	-	-	-
Stage 2	1143	1024	-	637	601	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 78	116	626	82	~ 107	402	1039	-	-	814	-	-
Stage 1	544	536	-	296	324	-	-	-	-	-	-	-
Stage 2	243	313	-	465	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	98	626	~ 17	~ 91	402	1039	-	-	814	-	-
Mov Cap-2 Maneuver	-	98	-	~ 17	~ 91	-	-	-	-	-	-	-
Stage 1	485	508	-	264	289	-	-	-	-	-	-	-
Stage 2	~ 64	279	-	323	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 1803.5	1.1	0.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	-	626	41	402	814	-	-
HCM Lane V/C Ratio	0.108	-	-	-	0.12	6.024	0.224	0.052	-	-
HCM Control Delay (s)	8.9	-	-	-	11.$	$ 2454.6	16.5	9.7	-	-
HCM Lane LOS	A	-	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0.4	28.9	0.8	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	410.1

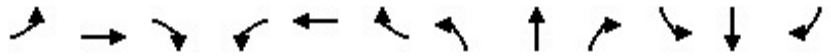
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	115	85	81	68	179	90	118	785	32	42	439	88
Future Vol, veh/h	115	85	81	68	179	90	118	785	32	42	439	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	115	85	81	68	179	90	118	785	32	42	439	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1695	1576	439	1671	1632	785	527	0	0	817	0	0
Stage 1	523	523	-	1021	1021	-	-	-	-	-	-	-
Stage 2	1172	1053	-	650	611	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 73	110	618	76	~ 101	393	1030	-	-	802	-	-
Stage 1	537	530	-	285	314	-	-	-	-	-	-	-
Stage 2	234	303	-	458	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	92	618	~ 11	~ 85	393	1030	-	-	802	-	-
Mov Cap-2 Maneuver	-	92	-	~ 11	~ 85	-	-	-	-	-	-	-
Stage 1	475	502	-	252	278	-	-	-	-	-	-	-
Stage 2	~ 57	268	-	313	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 2578.1	1.1	0.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1030	-	-	-	618	30	393	802	-	-
HCM Lane V/C Ratio	0.115	-	-	-	0.131	8.233	0.229	0.052	-	-
HCM Control Delay (s)	8.9	-	-	-	11.$	$ 3511.3	16.9	9.7	-	-
HCM Lane LOS	A	-	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5	30.2	0.9	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	85	81	68	179	90	118	785	32	42	439	88
Future Volume (veh/h)	115	85	81	68	179	90	118	785	32	42	439	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	115	85	81	68	179	90	118	785	32	42	439	88
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	146	391	331	87	206	104	151	881	747	51	776	658
Arrive On Green	0.08	0.21	0.21	0.05	0.18	0.18	0.09	0.48	0.48	0.03	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	1781	1174	590	1753	1841	1560	1753	1841	1560
Grp Volume(v), veh/h	115	85	81	68	0	269	118	785	32	42	439	88
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1764	1753	1841	1560	1753	1841	1560
Q Serve(g_s), s	4.3	2.6	2.9	2.6	0.0	10.1	4.5	26.5	0.7	1.6	12.4	2.4
Cycle Q Clear(g_c), s	4.3	2.6	2.9	2.6	0.0	10.1	4.5	26.5	0.7	1.6	12.4	2.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	391	331	87	0	310	151	881	747	51	776	658
V/C Ratio(X)	0.79	0.22	0.24	0.78	0.00	0.87	0.78	0.89	0.04	0.82	0.57	0.13
Avail Cap(c_a), veh/h	156	391	331	183	0	310	257	1051	891	51	835	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	22.4	22.5	32.1	0.0	27.4	30.6	16.2	9.5	33.0	15.0	12.1
Incr Delay (d2), s/veh	21.5	0.3	0.4	14.0	0.0	22.1	8.5	8.6	0.0	64.3	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	1.1	1.1	1.4	0.0	5.9	2.2	11.7	0.2	1.6	4.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	22.7	22.9	46.1	0.0	49.4	39.1	24.7	9.5	97.2	15.8	12.2
LnGrp LOS	D	C	C	D	A	D	D	C	A	F	B	B
Approach Vol, veh/h		281			337			935			569	
Approach Delay, s/veh		34.9			48.8			26.0			21.2	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	36.7	7.3	18.3	9.9	32.8	9.6	16.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	2.0	39.0	7.0	11.0	10.0	31.0	6.0	12.0
Max Q Clear Time (g_c+I1), s	3.6	28.5	4.6	4.9	6.5	14.4	6.3	12.1
Green Ext Time (p_c), s	0.0	4.2	0.0	0.3	0.1	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	60	42	218	399	129
Future Vol, veh/h	57	60	42	218	399	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	4	4	2	2
Mvmt Flow	57	60	42	218	399	129

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	701	399	528	0	-	0
Stage 1	399	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	408	655	1029	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	655	1029	-	-	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	755	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1029	-	391	655	-	-
HCM Lane V/C Ratio	0.041	-	0.146	0.092	-	-
HCM Control Delay (s)	8.6	-	15.8	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0.3	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	57	70	50	233	419	129
Future Vol, veh/h	57	70	50	233	419	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	4	4	2	2
Mvmt Flow	57	70	50	233	419	129

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	752	419	548	0	-	0
Stage 1	419	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.14	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.236	-	-	-
Pot Cap-1 Maneuver	381	638	1011	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	362	638	1011	-	-	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1011	-	362	638	-	-
HCM Lane V/C Ratio	0.049	-	0.157	0.11	-	-
HCM Control Delay (s)	8.7	-	16.8	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.4	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	206	136	55	144	72	89	359	79	103	631	130
Future Vol, veh/h	57	206	136	55	144	72	89	359	79	103	631	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	57	206	136	55	144	72	89	359	79	103	631	130

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1522	1453	631	1610	1504	359	761	0	0	438	0	0
Stage 1	837	837	-	537	537	-	-	-	-	-	-	-
Stage 2	685	616	-	1073	967	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	97	~ 130	481	84	~ 121	685	842	-	-	1111	-	-
Stage 1	361	382	-	528	523	-	-	-	-	-	-	-
Stage 2	438	482	-	267	333	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 105	481	-	~ 98	685	842	-	-	1111	-	-
Mov Cap-2 Maneuver	-	~ 105	-	-	~ 98	-	-	-	-	-	-	-
Stage 1	323	346	-	472	468	-	-	-	-	-	-	-
Stage 2	243	431	-	70	302	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.7	1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	-	481	-	685	1111	-	-
HCM Lane V/C Ratio	0.106	-	-	-	0.283	-	0.105	0.093	-	-
HCM Control Delay (s)	9.8	-	-	-	15.4	-	10.9	8.6	-	-
HCM Lane LOS	A	-	-	-	C	-	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1.2	-	0.4	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	206	146	55	144	72	97	374	79	103	651	130
Future Vol, veh/h	57	206	146	55	144	72	97	374	79	103	651	130
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	57	206	146	55	144	72	97	374	79	103	651	130

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1573	1504	651	1666	1555	374	781	0	0	453	0	0
Stage 1	857	857	-	568	568	-	-	-	-	-	-	-
Stage 2	716	647	-	1098	987	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	89	~ 121	469	77	~ 113	672	828	-	-	1097	-	-
Stage 1	352	374	-	508	506	-	-	-	-	-	-	-
Stage 2	421	467	-	258	325	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 97	469	-	~ 90	672	828	-	-	1097	-	-
Mov Cap-2 Maneuver	-	~ 97	-	-	~ 90	-	-	-	-	-	-	-
Stage 1	311	339	-	449	447	-	-	-	-	-	-	-
Stage 2	225	412	-	63	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.8	1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	-	469	-	672	1097	-	-
HCM Lane V/C Ratio	0.117	-	-	-	0.311	-	0.107	0.094	-	-
HCM Control Delay (s)	9.9	-	-	-	16.1	-	11	8.6	-	-
HCM Lane LOS	A	-	-	-	C	-	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	1.3	-	0.4	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	206	146	55	144	72	97	374	79	103	651	130
Future Volume (veh/h)	57	206	146	55	144	72	97	374	79	103	651	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	57	206	146	55	144	72	97	374	79	103	651	130
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	70	264	187	68	304	152	125	901	188	133	923	184
Arrive On Green	0.04	0.26	0.26	0.04	0.26	0.26	0.07	0.31	0.31	0.08	0.32	0.32
Sat Flow, veh/h	1781	1019	722	1781	1176	588	1753	2879	602	1753	2906	579
Grp Volume(v), veh/h	57	0	352	55	0	216	97	226	227	103	391	390
Grp Sat Flow(s),veh/h/ln	1781	0	1740	1781	0	1764	1753	1749	1732	1753	1749	1736
Q Serve(g_s), s	1.6	0.0	9.6	1.6	0.0	5.3	2.8	5.2	5.3	2.9	10.0	10.1
Cycle Q Clear(g_c), s	1.6	0.0	9.6	1.6	0.0	5.3	2.8	5.2	5.3	2.9	10.0	10.1
Prop In Lane	1.00		0.41	1.00		0.33	1.00		0.35	1.00		0.33
Lane Grp Cap(c), veh/h	70	0	452	68	0	455	125	547	542	133	555	551
V/C Ratio(X)	0.81	0.00	0.78	0.81	0.00	0.47	0.78	0.41	0.42	0.78	0.71	0.71
Avail Cap(c_a), veh/h	210	0	785	210	0	796	344	857	849	344	857	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	17.5	24.3	0.0	16.0	23.3	13.8	13.9	23.1	15.3	15.3
Incr Delay (d2), s/veh	19.2	0.0	3.0	20.1	0.0	0.8	9.9	0.5	0.5	9.3	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.7	1.0	0.0	2.0	1.4	1.8	1.9	1.5	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	20.5	44.5	0.0	16.8	33.2	14.3	14.4	32.4	17.0	17.0
LnGrp LOS	D	A	C	D	A	B	C	B	B	C	B	B
Approach Vol, veh/h		409			271			550			884	
Approach Delay, s/veh		23.7			22.4			17.7			18.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	20.0	5.9	17.2	7.6	20.2	6.0	17.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	25.0	6.0	23.0	10.0	25.0	6.0	23.0
Max Q Clear Time (g_c+I1), s	4.9	7.3	3.6	11.6	4.8	12.1	3.6	7.3
Green Ext Time (p_c), s	0.1	2.5	0.0	1.7	0.1	4.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	206	150	55	144	72	109	415	79	103	734	136
Future Vol, veh/h	60	206	150	55	144	72	109	415	79	103	734	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	60	206	150	55	144	72	109	415	79	103	734	136

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1721	1652	734	1819	1709	415	870	0	0	494	0	0
Stage 1	940	940	-	633	633	-	-	-	-	-	-	-
Stage 2	781	712	-	1186	1076	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	70	~ 98	420	60	~ 91	637	766	-	-	1059	-	-
Stage 1	316	342	-	468	473	-	-	-	-	-	-	-
Stage 2	388	436	-	230	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 76	420	-	~ 71	637	766	-	-	1059	-	-
Mov Cap-2 Maneuver	-	~ 76	-	-	~ 71	-	-	-	-	-	-	-
Stage 1	271	309	-	402	406	-	-	-	-	-	-	-
Stage 2	190	374	-	~ 44	267	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.9	0.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	766	-	-	-	420	-	637	1059	-	-
HCM Lane V/C Ratio	0.142	-	-	-	0.357	-	0.113	0.097	-	-
HCM Control Delay (s)	10.5	-	-	-	18.3	-	11.4	8.8	-	-
HCM Lane LOS	B	-	-	-	C	-	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	1.6	-	0.4	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

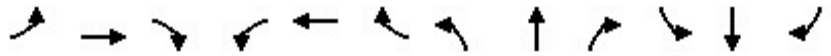
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	206	160	55	144	72	117	430	79	103	754	136
Future Vol, veh/h	60	206	160	55	144	72	117	430	79	103	754	136
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	4	4
Mvmt Flow	60	206	160	55	144	72	117	430	79	103	754	136

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1772	1703	754	1875	1760	430	890	0	0	509	0	0
Stage 1	960	960	-	664	664	-	-	-	-	-	-	-
Stage 2	812	743	-	1211	1096	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	65	~ 92	409	55	~ 84	625	753	-	-	1046	-	-
Stage 1	308	335	-	450	458	-	-	-	-	-	-	-
Stage 2	373	422	-	223	289	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 70	409	-	~ 64	625	753	-	-	1046	-	-
Mov Cap-2 Maneuver	-	~ 70	-	-	~ 64	-	-	-	-	-	-	-
Stage 1	260	302	-	380	387	-	-	-	-	-	-	-
Stage 2	175	357	-	~ 39	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			2	0.9
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	-	409	-	625	1046	-	-
HCM Lane V/C Ratio	0.155	-	-	-	0.391	-	0.115	0.098	-	-
HCM Control Delay (s)	10.7	-	-	-	19.3	-	11.5	8.8	-	-
HCM Lane LOS	B	-	-	-	C	-	B	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8	-	0.4	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	206	160	55	144	72	117	430	79	103	754	136
Future Volume (veh/h)	60	206	160	55	144	72	117	430	79	103	754	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	60	206	160	55	144	72	117	430	79	103	754	136
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	76	293	248	69	180	90	149	890	754	133	873	740
Arrive On Green	0.04	0.16	0.16	0.04	0.15	0.15	0.09	0.48	0.48	0.08	0.47	0.47
Sat Flow, veh/h	1781	1870	1585	1781	1176	588	1753	1841	1560	1753	1841	1560
Grp Volume(v), veh/h	60	206	160	55	0	216	117	430	79	103	754	136
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1764	1753	1841	1560	1753	1841	1560
Q Serve(g_s), s	2.2	6.8	6.2	2.0	0.0	7.7	4.3	10.3	1.8	3.8	23.8	3.3
Cycle Q Clear(g_c), s	2.2	6.8	6.2	2.0	0.0	7.7	4.3	10.3	1.8	3.8	23.8	3.3
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	293	248	69	0	269	149	890	754	133	873	740
V/C Ratio(X)	0.79	0.70	0.64	0.80	0.00	0.80	0.78	0.48	0.10	0.78	0.86	0.18
Avail Cap(c_a), veh/h	109	345	292	109	0	325	215	1074	910	269	1130	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	26.0	25.8	31.1	0.0	26.6	29.2	11.3	9.2	29.6	15.3	9.9
Incr Delay (d2), s/veh	21.7	5.2	3.8	18.9	0.0	11.3	11.2	0.4	0.1	9.3	5.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.3	2.5	1.2	0.0	3.9	2.2	3.7	0.5	1.9	9.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	31.2	29.5	50.0	0.0	38.0	40.4	11.7	9.2	38.9	21.0	10.0
LnGrp LOS	D	C	C	D	A	D	D	B	A	D	C	A
Approach Vol, veh/h		426			271			626			993	
Approach Delay, s/veh		33.6			40.4			16.8			21.3	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	35.5	6.5	14.2	9.5	34.9	6.8	13.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	38.0	4.0	12.0	8.0	40.0	4.0	12.0
Max Q Clear Time (g_c+I1), s	5.8	12.3	4.0	8.8	6.3	25.8	4.2	9.7
Green Ext Time (p_c), s	0.1	3.1	0.0	0.5	0.0	5.1	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	90	129	425	304	105
Future Volume (veh/h)	102	90	129	425	304	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1811	1811
Adj Flow Rate, veh/h	102	15	129	425	304	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	4	4	6	6
Cap, veh/h	140	124	164	1053	551	467
Arrive On Green	0.08	0.08	0.09	0.57	0.30	0.30
Sat Flow, veh/h	1767	1572	1753	1841	1811	1535
Grp Volume(v), veh/h	102	15	129	425	304	30
Grp Sat Flow(s),veh/h/ln	1767	1572	1753	1841	1811	1535
Q Serve(g_s), s	1.3	0.2	1.7	2.9	3.2	0.3
Cycle Q Clear(g_c), s	1.3	0.2	1.7	2.9	3.2	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	140	124	164	1053	551	467
V/C Ratio(X)	0.73	0.12	0.79	0.40	0.55	0.06
Avail Cap(c_a), veh/h	847	754	917	3290	1974	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.8	10.2	2.7	6.7	5.7
Incr Delay (d2), s/veh	7.1	0.4	8.0	0.2	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.1	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.5	10.3	18.2	3.0	7.5	5.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	117			554	334	
Approach Delay, s/veh	16.5			6.5	7.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		17.1		5.8	6.2	11.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		41.0		11.0	12.0	25.0
Max Q Clear Time (g_c+I1), s		4.9		3.3	3.7	5.2
Green Ext Time (p_c), s		2.9		0.2	0.2	1.8

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	93	132	439	311	105
Future Volume (veh/h)	102	93	132	439	311	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1811	1811
Adj Flow Rate, veh/h	102	18	132	439	311	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	4	4	6	6
Cap, veh/h	142	127	169	1060	557	472
Arrive On Green	0.08	0.08	0.10	0.58	0.31	0.31
Sat Flow, veh/h	1767	1572	1753	1841	1811	1535
Grp Volume(v), veh/h	102	18	132	439	311	30
Grp Sat Flow(s),veh/h/ln	1767	1572	1753	1841	1811	1535
Q Serve(g_s), s	1.3	0.2	1.7	3.1	3.3	0.3
Cycle Q Clear(g_c), s	1.3	0.2	1.7	3.1	3.3	0.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	142	127	169	1060	557	472
V/C Ratio(X)	0.72	0.14	0.78	0.41	0.56	0.06
Avail Cap(c_a), veh/h	836	744	904	3244	1946	1649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	9.9	10.3	2.8	6.7	5.7
Incr Delay (d2), s/veh	6.6	0.5	7.7	0.3	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.2	0.8	0.1	0.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	10.5	17.9	3.0	7.6	5.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	120			571	341	
Approach Delay, s/veh	16.1			6.5	7.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		17.4		5.9	6.2	11.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		41.0		11.0	12.0	25.0
Max Q Clear Time (g_c+I1), s		5.1		3.3	3.7	5.3
Green Ext Time (p_c), s		3.1		0.2	0.2	1.9

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	108	171	652	392	105
Future Volume (veh/h)	102	108	171	652	392	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1811	1811
Adj Flow Rate, veh/h	102	33	171	652	392	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	4	4	6	6
Cap, veh/h	152	136	225	1141	624	529
Arrive On Green	0.09	0.09	0.13	0.62	0.34	0.34
Sat Flow, veh/h	1767	1572	1753	1841	1811	1535
Grp Volume(v), veh/h	102	33	171	652	392	30
Grp Sat Flow(s),veh/h/ln	1767	1572	1753	1841	1811	1535
Q Serve(g_s), s	1.5	0.5	2.6	5.7	4.9	0.4
Cycle Q Clear(g_c), s	1.5	0.5	2.6	5.7	4.9	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	152	136	225	1141	624	529
V/C Ratio(X)	0.67	0.24	0.76	0.57	0.63	0.06
Avail Cap(c_a), veh/h	584	520	773	2908	1797	1523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	11.6	11.5	3.0	7.5	6.0
Incr Delay (d2), s/veh	5.0	0.9	5.2	0.5	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.0	0.1	1.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	12.5	16.7	3.5	8.5	6.0
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	135			823	422	
Approach Delay, s/veh	15.9			6.2	8.3	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		20.9		6.3	7.5	13.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		9.0	12.0	27.0
Max Q Clear Time (g_c+I1), s		7.7		3.5	4.6	6.9
Green Ext Time (p_c), s		5.2		0.1	0.3	2.4

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	102	111	174	666	399	105
Future Volume (veh/h)	102	111	174	666	399	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1811	1811
Adj Flow Rate, veh/h	102	36	174	666	399	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	4	4	6	6
Cap, veh/h	154	137	229	1147	629	533
Arrive On Green	0.09	0.09	0.13	0.62	0.35	0.35
Sat Flow, veh/h	1767	1572	1753	1841	1811	1535
Grp Volume(v), veh/h	102	36	174	666	399	30
Grp Sat Flow(s),veh/h/ln	1767	1572	1753	1841	1811	1535
Q Serve(g_s), s	1.5	0.6	2.6	5.9	5.1	0.4
Cycle Q Clear(g_c), s	1.5	0.6	2.6	5.9	5.1	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	154	137	229	1147	629	533
V/C Ratio(X)	0.66	0.26	0.76	0.58	0.63	0.06
Avail Cap(c_a), veh/h	576	513	762	2867	1771	1501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	11.8	11.6	3.1	7.5	6.0
Incr Delay (d2), s/veh	4.8	1.0	5.1	0.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.0	0.2	1.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	12.8	16.7	3.5	8.6	6.0
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	138			840	429	
Approach Delay, s/veh	15.9			6.3	8.4	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		21.2		6.4	7.6	13.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		9.0	12.0	27.0
Max Q Clear Time (g_c+I1), s		7.9		3.5	4.6	7.1
Green Ext Time (p_c), s		5.3		0.2	0.3	2.5

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	127	185	804	430	113
Future Volume (veh/h)	115	127	185	804	430	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1811	1811
Adj Flow Rate, veh/h	115	52	185	804	430	38
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	4	4	6	6
Cap, veh/h	180	160	245	1160	645	547
Arrive On Green	0.10	0.10	0.14	0.63	0.36	0.36
Sat Flow, veh/h	1767	1572	1753	1841	1811	1535
Grp Volume(v), veh/h	115	52	185	804	430	38
Grp Sat Flow(s),veh/h/ln	1767	1572	1753	1841	1811	1535
Q Serve(g_s), s	1.9	0.9	3.0	8.6	6.0	0.5
Cycle Q Clear(g_c), s	1.9	0.9	3.0	8.6	6.0	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	180	160	245	1160	645	547
V/C Ratio(X)	0.64	0.32	0.75	0.69	0.67	0.07
Avail Cap(c_a), veh/h	532	474	763	2650	1576	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	12.5	12.3	3.6	8.1	6.3
Incr Delay (d2), s/veh	3.7	1.2	4.7	0.8	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.9	1.2	0.5	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	13.6	17.0	4.4	9.3	6.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	167			989	468	
Approach Delay, s/veh	15.7			6.7	9.1	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		22.8		7.0	8.2	14.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		9.0	13.0	26.0
Max Q Clear Time (g_c+I1), s		10.6		3.9	5.0	8.0
Green Ext Time (p_c), s		7.1		0.2	0.3	2.7

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	130	188	818	437	113
Future Volume (veh/h)	115	130	188	818	437	113
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1811	1811
Adj Flow Rate, veh/h	115	55	188	818	437	38
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	4	4	6	6
Cap, veh/h	181	161	249	1166	650	551
Arrive On Green	0.10	0.10	0.14	0.63	0.36	0.36
Sat Flow, veh/h	1767	1572	1753	1841	1811	1535
Grp Volume(v), veh/h	115	55	188	818	437	38
Grp Sat Flow(s),veh/h/ln	1767	1572	1753	1841	1811	1535
Q Serve(g_s), s	1.9	1.0	3.1	8.9	6.2	0.5
Cycle Q Clear(g_c), s	1.9	1.0	3.1	8.9	6.2	0.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	181	161	249	1166	650	551
V/C Ratio(X)	0.63	0.34	0.75	0.70	0.67	0.07
Avail Cap(c_a), veh/h	525	467	752	2613	1554	1317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	12.6	12.5	3.7	8.2	6.4
Incr Delay (d2), s/veh	3.6	1.2	4.6	0.8	1.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.9	1.2	0.6	1.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.7	13.9	17.1	4.4	9.4	6.4
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	170			1006	475	
Approach Delay, s/veh	15.8			6.8	9.2	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		23.2		7.1	8.3	14.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		9.0	13.0	26.0
Max Q Clear Time (g_c+I1), s		10.9		3.9	5.1	8.2
Green Ext Time (p_c), s		7.2		0.2	0.3	2.7

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	70	67	205	443	94
Future Volume (veh/h)	88	70	67	205	443	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1826	1885	1885
Adj Flow Rate, veh/h	88	8	67	205	443	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	5	5	1	1
Cap, veh/h	114	102	77	1100	738	625
Arrive On Green	0.06	0.06	0.04	0.60	0.39	0.39
Sat Flow, veh/h	1781	1585	1739	1826	1885	1598
Grp Volume(v), veh/h	88	8	67	205	443	40
Grp Sat Flow(s),veh/h/ln	1781	1585	1739	1826	1885	1598
Q Serve(g_s), s	1.2	0.1	0.9	1.2	4.5	0.4
Cycle Q Clear(g_c), s	1.2	0.1	0.9	1.2	4.5	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	114	102	77	1100	738	625
V/C Ratio(X)	0.77	0.08	0.87	0.19	0.60	0.06
Avail Cap(c_a), veh/h	668	594	579	3270	2434	2063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	10.6	11.4	2.1	5.8	4.6
Incr Delay (d2), s/veh	10.3	0.3	23.4	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.0	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.4	10.9	34.8	2.2	6.6	4.6
LnGrp LOS	C	B	C	A	A	A
Approach Vol, veh/h	96			272	483	
Approach Delay, s/veh	20.5			10.2	6.4	
Approach LOS	C			B	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		18.5		5.5	5.1	13.4
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		9.0	8.0	31.0
Max Q Clear Time (g_c+I1), s		3.2		3.2	2.9	6.5
Green Ext Time (p_c), s		1.3		0.1	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	74	70	216	460	94
Future Volume (veh/h)	88	74	70	216	460	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1826	1885	1885
Adj Flow Rate, veh/h	88	12	70	216	460	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	5	5	1	1
Cap, veh/h	118	105	82	1112	753	638
Arrive On Green	0.07	0.07	0.05	0.61	0.40	0.40
Sat Flow, veh/h	1781	1585	1739	1826	1885	1598
Grp Volume(v), veh/h	88	12	70	216	460	40
Grp Sat Flow(s),veh/h/ln	1781	1585	1739	1826	1885	1598
Q Serve(g_s), s	1.2	0.2	1.0	1.3	4.8	0.4
Cycle Q Clear(g_c), s	1.2	0.2	1.0	1.3	4.8	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	118	105	82	1112	753	638
V/C Ratio(X)	0.75	0.11	0.86	0.19	0.61	0.06
Avail Cap(c_a), veh/h	651	579	565	3189	2374	2012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	10.8	11.7	2.1	5.9	4.6
Incr Delay (d2), s/veh	9.0	0.5	21.7	0.1	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.8	0.0	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	11.3	33.3	2.2	6.7	4.6
LnGrp LOS	C	B	C	A	A	A
Approach Vol, veh/h	100			286	500	
Approach Delay, s/veh	19.2			9.8	6.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		19.0		5.6	5.2	13.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		43.0		9.0	8.0	31.0
Max Q Clear Time (g_c+I1), s		3.3		3.2	3.0	6.8
Green Ext Time (p_c), s		1.3		0.1	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	117	97	364	697	94
Future Volume (veh/h)	88	117	97	364	697	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1826	1885	1885
Adj Flow Rate, veh/h	88	55	97	364	697	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	5	5	1	1
Cap, veh/h	144	128	121	1255	946	801
Arrive On Green	0.08	0.08	0.07	0.69	0.50	0.50
Sat Flow, veh/h	1781	1585	1739	1826	1885	1598
Grp Volume(v), veh/h	88	55	97	364	697	40
Grp Sat Flow(s),veh/h/ln	1781	1585	1739	1826	1885	1598
Q Serve(g_s), s	1.6	1.1	1.9	2.7	10.1	0.4
Cycle Q Clear(g_c), s	1.6	1.1	1.9	2.7	10.1	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	144	128	121	1255	946	801
V/C Ratio(X)	0.61	0.43	0.80	0.29	0.74	0.05
Avail Cap(c_a), veh/h	310	276	404	2438	1860	1577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	15.1	15.8	2.1	6.8	4.4
Incr Delay (d2), s/veh	4.2	2.3	11.5	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.1	1.0	0.1	2.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	17.4	27.3	2.2	7.9	4.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	143			461	737	
Approach Delay, s/veh	18.7			7.5	7.7	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.7		6.8	6.4	21.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		46.0		6.0	8.0	34.0
Max Q Clear Time (g_c+I1), s		4.7		3.6	3.9	12.1
Green Ext Time (p_c), s		2.5		0.1	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	88	121	100	375	714	94
Future Volume (veh/h)	88	121	100	375	714	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1826	1885	1885
Adj Flow Rate, veh/h	88	59	100	375	714	40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	5	5	1	1
Cap, veh/h	145	129	125	1265	957	811
Arrive On Green	0.08	0.08	0.07	0.69	0.51	0.51
Sat Flow, veh/h	1781	1585	1739	1826	1885	1598
Grp Volume(v), veh/h	88	59	100	375	714	40
Grp Sat Flow(s),veh/h/ln	1781	1585	1739	1826	1885	1598
Q Serve(g_s), s	1.7	1.3	2.0	2.8	10.6	0.4
Cycle Q Clear(g_c), s	1.7	1.3	2.0	2.8	10.6	0.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	145	129	125	1265	957	811
V/C Ratio(X)	0.61	0.46	0.80	0.30	0.75	0.05
Avail Cap(c_a), veh/h	302	269	393	2373	1811	1535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	15.5	16.2	2.1	6.9	4.4
Incr Delay (d2), s/veh	4.0	2.5	11.0	0.1	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.2	1.0	0.1	2.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.8	18.0	27.1	2.2	8.1	4.4
LnGrp LOS	B	B	C	A	A	A
Approach Vol, veh/h	147			475	754	
Approach Delay, s/veh	19.1			7.5	7.9	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		28.5		6.9	6.6	22.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		46.0		6.0	8.0	34.0
Max Q Clear Time (g_c+I1), s		4.8		3.7	4.0	12.6
Green Ext Time (p_c), s		2.6		0.1	0.1	5.3

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	146	131	417	845	117
Future Volume (veh/h)	107	146	131	417	845	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1826	1885	1885
Adj Flow Rate, veh/h	107	84	131	417	845	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	5	5	1	1
Cap, veh/h	168	149	167	1333	1029	872
Arrive On Green	0.09	0.09	0.10	0.73	0.55	0.55
Sat Flow, veh/h	1781	1585	1739	1826	1885	1598
Grp Volume(v), veh/h	107	84	131	417	845	63
Grp Sat Flow(s),veh/h/ln	1781	1585	1739	1826	1885	1598
Q Serve(g_s), s	2.6	2.3	3.3	3.6	16.8	0.8
Cycle Q Clear(g_c), s	2.6	2.3	3.3	3.6	16.8	0.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	168	149	167	1333	1029	872
V/C Ratio(X)	0.64	0.56	0.78	0.31	0.82	0.07
Avail Cap(c_a), veh/h	235	209	268	1847	1451	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	19.7	20.1	2.2	8.5	4.9
Incr Delay (d2), s/veh	4.0	3.3	7.9	0.1	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.2	1.6	0.3	5.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.8	23.0	28.0	2.3	11.2	4.9
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	191			548	908	
Approach Delay, s/veh	23.5			8.4	10.7	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		37.2		8.3	8.4	28.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		46.0		6.0	7.0	35.0
Max Q Clear Time (g_c+I1), s		5.6		4.6	5.3	18.8
Green Ext Time (p_c), s		2.9		0.1	0.0	6.1

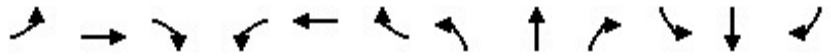
Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	107	150	134	428	862	117
Future Volume (veh/h)	107	150	134	428	862	117
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1826	1826	1885	1885
Adj Flow Rate, veh/h	107	88	134	428	862	63
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	5	5	1	1
Cap, veh/h	168	149	171	1341	1038	880
Arrive On Green	0.09	0.09	0.10	0.73	0.55	0.55
Sat Flow, veh/h	1781	1585	1739	1826	1885	1598
Grp Volume(v), veh/h	107	88	134	428	862	63
Grp Sat Flow(s),veh/h/ln	1781	1585	1739	1826	1885	1598
Q Serve(g_s), s	2.7	2.5	3.5	3.8	17.7	0.9
Cycle Q Clear(g_c), s	2.7	2.5	3.5	3.8	17.7	0.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	168	149	171	1341	1038	880
V/C Ratio(X)	0.64	0.59	0.79	0.32	0.83	0.07
Avail Cap(c_a), veh/h	229	204	261	1799	1413	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	20.3	20.6	2.1	8.7	4.9
Incr Delay (d2), s/veh	4.0	3.7	8.4	0.1	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.3	1.7	0.4	5.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.4	24.0	29.0	2.3	11.8	4.9
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	195			562	925	
Approach Delay, s/veh	24.2			8.7	11.4	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		38.3		8.4	8.6	29.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		46.0		6.0	7.0	35.0
Max Q Clear Time (g_c+I1), s		5.8		4.7	5.5	19.7
Green Ext Time (p_c), s		3.0		0.1	0.0	6.0

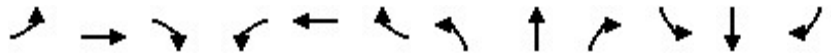
Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	132	26	128	165	163	54	182	134	226	151	18
Future Volume (veh/h)	40	132	26	128	165	163	54	182	134	226	151	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	40	132	26	128	165	163	54	182	26	226	151	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	49	487	96	168	332	328	68	286	242	287	450	54
Arrive On Green	0.03	0.33	0.33	0.09	0.39	0.39	0.04	0.15	0.15	0.16	0.28	0.28
Sat Flow, veh/h	1781	1487	293	1781	843	833	1795	1885	1591	1781	1637	195
Grp Volume(v), veh/h	40	0	158	128	0	328	54	182	26	226	0	169
Grp Sat Flow(s),veh/h/ln	1781	0	1780	1781	0	1676	1795	1885	1591	1781	0	1832
Q Serve(g_s), s	1.3	0.0	4.0	4.2	0.0	8.9	1.8	5.5	0.8	7.3	0.0	4.4
Cycle Q Clear(g_c), s	1.3	0.0	4.0	4.2	0.0	8.9	1.8	5.5	0.8	7.3	0.0	4.4
Prop In Lane	1.00		0.16	1.00		0.50	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	49	0	582	168	0	661	68	286	242	287	0	504
V/C Ratio(X)	0.82	0.00	0.27	0.76	0.00	0.50	0.79	0.64	0.11	0.79	0.00	0.34
Avail Cap(c_a), veh/h	236	0	886	532	0	1112	327	844	712	857	0	1367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	0.0	15.0	26.6	0.0	13.8	28.8	24.0	22.1	24.3	0.0	17.5
Incr Delay (d2), s/veh	27.8	0.0	0.2	6.9	0.0	0.6	18.3	2.3	0.2	4.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.5	2.0	0.0	3.1	1.1	2.5	0.3	3.3	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	0.0	15.2	33.5	0.0	14.3	47.0	26.4	22.3	29.1	0.0	17.8
LnGrp LOS	E	A	B	C	A	B	D	C	C	C	A	B
Approach Vol, veh/h		198			456			262			395	
Approach Delay, s/veh		23.7			19.7			30.2			24.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	13.2	9.7	23.7	6.3	20.6	5.6	27.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.6	27.0	18.0	30.0	11.0	45.0	8.0	40.0
Max Q Clear Time (g_c+I1), s	9.3	7.5	6.2	6.0	3.8	6.4	3.3	10.9
Green Ext Time (p_c), s	0.6	1.0	0.2	0.9	0.0	1.0	0.0	2.3

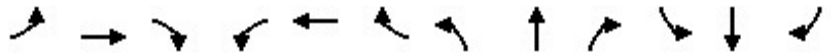
Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	134	26	129	167	163	54	186	135	226	155	18
Future Volume (veh/h)	40	134	26	129	167	163	54	186	135	226	155	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.96	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	40	134	26	129	167	163	54	186	27	226	155	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	49	487	94	170	334	326	68	290	245	287	455	53
Arrive On Green	0.03	0.33	0.33	0.10	0.39	0.39	0.04	0.15	0.15	0.16	0.28	0.28
Sat Flow, veh/h	1781	1492	289	1781	849	828	1795	1885	1591	1781	1642	191
Grp Volume(v), veh/h	40	0	160	129	0	330	54	186	27	226	0	173
Grp Sat Flow(s),veh/h/ln	1781	0	1781	1781	0	1677	1795	1885	1591	1781	0	1833
Q Serve(g_s), s	1.4	0.0	4.0	4.3	0.0	9.0	1.8	5.6	0.9	7.4	0.0	4.6
Cycle Q Clear(g_c), s	1.4	0.0	4.0	4.3	0.0	9.0	1.8	5.6	0.9	7.4	0.0	4.6
Prop In Lane	1.00		0.16	1.00		0.49	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	49	0	581	170	0	661	68	290	245	287	0	507
V/C Ratio(X)	0.82	0.00	0.28	0.76	0.00	0.50	0.79	0.64	0.11	0.79	0.00	0.34
Avail Cap(c_a), veh/h	235	0	881	529	0	1106	326	839	708	852	0	1360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	15.1	26.8	0.0	13.9	28.9	24.1	22.1	24.4	0.0	17.5
Incr Delay (d2), s/veh	27.7	0.0	0.3	6.9	0.0	0.6	18.2	2.4	0.2	4.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.5	2.0	0.0	3.1	1.1	2.5	0.3	3.3	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	0.0	15.4	33.6	0.0	14.4	47.2	26.5	22.3	29.2	0.0	17.9
LnGrp LOS	E	A	B	C	A	B	D	C	C	C	A	B
Approach Vol, veh/h		200			459			267			399	
Approach Delay, s/veh		23.7			19.8			30.2			24.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	13.3	9.8	23.8	6.3	20.8	5.7	27.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	29.6	27.0	18.0	30.0	11.0	45.0	8.0	40.0
Max Q Clear Time (g_c+I1), s	9.4	7.6	6.3	6.0	3.8	6.6	3.4	11.0
Green Ext Time (p_c), s	0.6	1.0	0.2	0.9	0.0	1.1	0.0	2.3

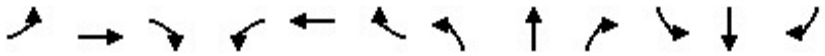
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	217	27	139	333	180	56	264	152	259	205	19
Future Volume (veh/h)	45	217	27	139	333	180	56	264	152	259	205	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	45	217	27	139	333	180	56	264	44	259	205	19
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	56	492	61	179	421	228	71	353	299	315	546	51
Arrive On Green	0.03	0.31	0.31	0.10	0.38	0.38	0.04	0.19	0.19	0.18	0.32	0.32
Sat Flow, veh/h	1781	1607	200	1781	1121	606	1795	1885	1592	1781	1684	156
Grp Volume(v), veh/h	45	0	244	139	0	513	56	264	44	259	0	224
Grp Sat Flow(s),veh/h/ln	1781	0	1807	1781	0	1727	1795	1885	1592	1781	0	1840
Q Serve(g_s), s	1.8	0.0	7.6	5.3	0.0	18.4	2.2	9.2	1.6	9.8	0.0	6.5
Cycle Q Clear(g_c), s	1.8	0.0	7.6	5.3	0.0	18.4	2.2	9.2	1.6	9.8	0.0	6.5
Prop In Lane	1.00		0.11	1.00		0.35	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	56	0	554	179	0	649	71	353	299	315	0	597
V/C Ratio(X)	0.80	0.00	0.44	0.77	0.00	0.79	0.78	0.75	0.15	0.82	0.00	0.38
Avail Cap(c_a), veh/h	153	0	879	433	0	1112	231	728	615	663	0	1158
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	19.4	30.7	0.0	19.4	33.3	26.8	23.7	27.7	0.0	18.2
Incr Delay (d2), s/veh	22.8	0.0	0.6	7.0	0.0	2.2	16.9	3.2	0.2	5.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.1	2.5	0.0	7.1	1.2	4.3	0.6	4.4	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	0.0	20.0	37.6	0.0	21.6	50.1	30.0	24.0	33.1	0.0	18.6
LnGrp LOS	E	A	B	D	A	C	D	C	C	C	A	B
Approach Vol, veh/h		289			652			364			483	
Approach Delay, s/veh		25.7			25.0			32.4			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	17.1	11.0	25.4	6.8	26.7	6.2	30.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.3	27.0	17.0	34.0	9.0	44.0	6.0	45.0
Max Q Clear Time (g_c+I1), s	11.3	11.2	7.3	9.6	4.2	8.5	3.8	20.4
Green Ext Time (p_c), s	0.6	1.4	0.2	1.4	0.0	1.4	0.0	3.7

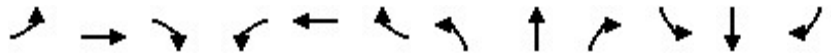
Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	219	27	140	335	180	56	268	153	259	209	19
Future Volume (veh/h)	45	219	27	140	335	180	56	268	153	259	209	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	45	219	27	140	335	180	56	268	45	259	209	19
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	56	491	61	180	422	227	71	357	301	314	550	50
Arrive On Green	0.03	0.31	0.31	0.10	0.38	0.38	0.04	0.19	0.19	0.18	0.33	0.33
Sat Flow, veh/h	1781	1609	198	1781	1124	604	1795	1885	1593	1781	1687	153
Grp Volume(v), veh/h	45	0	246	140	0	515	56	268	45	259	0	228
Grp Sat Flow(s),veh/h/ln	1781	0	1807	1781	0	1728	1795	1885	1593	1781	0	1841
Q Serve(g_s), s	1.8	0.0	7.7	5.4	0.0	18.6	2.2	9.4	1.7	9.8	0.0	6.7
Cycle Q Clear(g_c), s	1.8	0.0	7.7	5.4	0.0	18.6	2.2	9.4	1.7	9.8	0.0	6.7
Prop In Lane	1.00		0.11	1.00		0.35	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	56	0	552	180	0	648	71	357	301	314	0	600
V/C Ratio(X)	0.80	0.00	0.45	0.78	0.00	0.79	0.78	0.75	0.15	0.82	0.00	0.38
Avail Cap(c_a), veh/h	152	0	874	431	0	1106	230	724	612	659	0	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	19.6	30.8	0.0	19.5	33.4	26.9	23.8	27.9	0.0	18.2
Incr Delay (d2), s/veh	22.7	0.0	0.6	7.0	0.0	2.3	16.8	3.2	0.2	5.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	3.1	2.6	0.0	7.2	1.3	4.4	0.6	4.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	0.0	20.2	37.8	0.0	21.8	50.3	30.1	24.0	33.3	0.0	18.6
LnGrp LOS	E	A	C	D	A	C	D	C	C	C	A	B
Approach Vol, veh/h		291			655			369			487	
Approach Delay, s/veh		25.8			25.2			32.4			26.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	17.3	11.1	25.5	6.8	26.9	6.2	30.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	26.0	27.0	17.0	34.0	9.0	44.0	6.0	45.0
Max Q Clear Time (g_c+I1), s	11.3	11.4	7.4	9.7	4.2	8.7	3.8	20.6
Green Ext Time (p_c), s	0.6	1.5	0.2	1.4	0.0	1.4	0.0	3.7

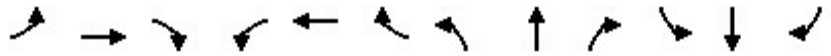
Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	223	27	140	350	191	56	298	153	284	233	27
Future Volume (veh/h)	103	223	27	140	350	191	56	298	153	284	233	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	103	223	27	140	350	191	56	298	45	284	233	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	132	537	65	177	399	218	72	365	308	329	556	64
Arrive On Green	0.07	0.33	0.33	0.10	0.36	0.36	0.04	0.19	0.19	0.18	0.34	0.34
Sat Flow, veh/h	1781	1615	196	1781	1116	609	1795	1885	1593	1781	1643	190
Grp Volume(v), veh/h	103	0	250	140	0	541	56	298	45	284	0	260
Grp Sat Flow(s),veh/h/ln	1781	0	1811	1781	0	1725	1795	1885	1593	1781	0	1833
Q Serve(g_s), s	4.8	0.0	9.0	6.5	0.0	24.8	2.6	12.8	2.0	13.0	0.0	9.2
Cycle Q Clear(g_c), s	4.8	0.0	9.0	6.5	0.0	24.8	2.6	12.8	2.0	13.0	0.0	9.2
Prop In Lane	1.00		0.11	1.00		0.35	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	132	0	602	177	0	617	72	365	308	329	0	620
V/C Ratio(X)	0.78	0.00	0.42	0.79	0.00	0.88	0.78	0.82	0.15	0.86	0.00	0.42
Avail Cap(c_a), veh/h	211	0	773	359	0	879	192	604	510	507	0	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.4	0.0	21.8	37.1	0.0	25.3	40.1	32.6	28.2	33.3	0.0	21.5
Incr Delay (d2), s/veh	9.6	0.0	0.5	7.8	0.0	7.3	16.1	4.5	0.2	9.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.8	3.1	0.0	10.8	1.5	6.1	0.8	6.3	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	22.2	44.9	0.0	32.6	56.2	37.1	28.4	42.6	0.0	22.0
LnGrp LOS	D	A	C	D	A	C	E	D	C	D	A	C
Approach Vol, veh/h		353			681			399			544	
Approach Delay, s/veh		29.8			35.1			38.8			32.7	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	20.3	12.4	32.0	7.4	32.5	10.2	34.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.6	27.0	17.0	36.0	9.0	42.0	10.0	43.0
Max Q Clear Time (g_c+I1), s	15.0	14.8	8.5	11.0	4.6	11.2	6.8	26.8
Green Ext Time (p_c), s	0.6	1.5	0.2	1.5	0.0	1.6	0.1	3.4

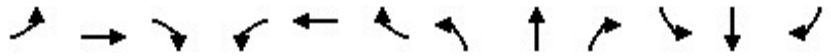
Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	225	27	141	352	191	56	302	154	284	237	27
Future Volume (veh/h)	103	225	27	141	352	191	56	302	154	284	237	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.95	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	103	225	27	141	352	191	56	302	46	284	237	27
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	132	536	64	178	400	217	72	369	312	329	560	64
Arrive On Green	0.07	0.33	0.33	0.10	0.36	0.36	0.04	0.20	0.20	0.18	0.34	0.34
Sat Flow, veh/h	1781	1617	194	1781	1118	607	1795	1885	1593	1781	1646	188
Grp Volume(v), veh/h	103	0	252	141	0	543	56	302	46	284	0	264
Grp Sat Flow(s),veh/h/ln	1781	0	1811	1781	0	1725	1795	1885	1593	1781	0	1834
Q Serve(g_s), s	4.8	0.0	9.2	6.6	0.0	25.1	2.6	13.0	2.0	13.1	0.0	9.4
Cycle Q Clear(g_c), s	4.8	0.0	9.2	6.6	0.0	25.1	2.6	13.0	2.0	13.1	0.0	9.4
Prop In Lane	1.00		0.11	1.00		0.35	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	132	0	601	178	0	617	72	369	312	329	0	624
V/C Ratio(X)	0.78	0.00	0.42	0.79	0.00	0.88	0.78	0.82	0.15	0.86	0.00	0.42
Avail Cap(c_a), veh/h	210	0	746	356	0	852	190	621	525	503	0	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	22.0	37.4	0.0	25.6	40.4	32.7	28.3	33.6	0.0	21.6
Incr Delay (d2), s/veh	9.6	0.0	0.5	7.8	0.0	8.1	16.1	4.5	0.2	9.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	3.9	3.2	0.0	11.1	1.5	6.3	0.8	6.4	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	22.5	45.2	0.0	33.7	56.5	37.2	28.5	43.1	0.0	22.1
LnGrp LOS	D	A	C	D	A	C	E	D	C	D	A	C
Approach Vol, veh/h		355			684			404			548	
Approach Delay, s/veh		30.0			36.0			38.9			33.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	20.6	12.5	32.2	7.4	32.9	10.3	34.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	24.0	28.0	17.0	35.0	9.0	43.0	10.0	42.0
Max Q Clear Time (g_c+I1), s	15.1	15.0	8.6	11.2	4.6	11.4	6.8	27.1
Green Ext Time (p_c), s	0.6	1.5	0.2	1.5	0.0	1.7	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	131	47	125	177	238	58	171	122	186	151	13
Future Volume (veh/h)	17	131	47	125	177	238	58	171	122	186	151	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	17	131	47	125	177	238	58	171	26	186	151	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	19	330	118	166	240	322	71	283	239	249	426	37
Arrive On Green	0.01	0.25	0.25	0.09	0.33	0.33	0.04	0.15	0.15	0.14	0.25	0.25
Sat Flow, veh/h	1810	1325	475	1795	725	975	1795	1885	1591	1795	1711	147
Grp Volume(v), veh/h	17	0	178	125	0	415	58	171	26	186	0	164
Grp Sat Flow(s),veh/h/ln	1810	0	1801	1795	0	1699	1795	1885	1591	1795	0	1858
Q Serve(g_s), s	0.4	0.0	3.6	2.9	0.0	9.3	1.4	3.7	0.6	4.3	0.0	3.1
Cycle Q Clear(g_c), s	0.4	0.0	3.6	2.9	0.0	9.3	1.4	3.7	0.6	4.3	0.0	3.1
Prop In Lane	1.00		0.26	1.00		0.57	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	19	0	448	166	0	562	71	283	239	249	0	462
V/C Ratio(X)	0.91	0.00	0.40	0.75	0.00	0.74	0.81	0.61	0.11	0.75	0.00	0.35
Avail Cap(c_a), veh/h	126	0	1125	623	0	1534	374	960	810	831	0	1419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	13.5	19.1	0.0	12.8	20.6	17.2	15.9	17.9	0.0	13.4
Incr Delay (d2), s/veh	75.4	0.0	0.6	6.8	0.0	1.9	19.2	2.1	0.2	4.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	1.4	0.0	3.1	0.9	1.5	0.2	1.9	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.8	0.0	14.1	25.9	0.0	14.7	39.8	19.3	16.1	22.3	0.0	13.8
LnGrp LOS	F	A	B	C	A	B	D	B	B	C	A	B
Approach Vol, veh/h		195			540			255			350	
Approach Delay, s/veh		21.3			17.3			23.6			18.3	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	10.5	8.0	14.8	5.7	14.7	4.4	18.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	22.0	15.0	27.0	9.0	33.0	3.0	39.0
Max Q Clear Time (g_c+I1), s	6.3	5.7	4.9	5.6	3.4	5.1	2.4	11.3
Green Ext Time (p_c), s	0.4	0.9	0.2	0.9	0.0	0.9	0.0	3.0

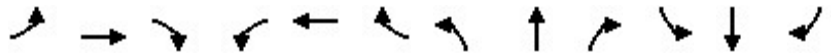
Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	135	47	126	180	238	58	176	123	186	157	13
Future Volume (veh/h)	17	135	47	126	180	238	58	176	123	186	157	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	17	135	47	126	180	238	58	176	27	186	157	13
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	19	332	116	168	243	321	71	289	244	249	432	36
Arrive On Green	0.01	0.25	0.25	0.09	0.33	0.33	0.04	0.15	0.15	0.14	0.25	0.25
Sat Flow, veh/h	1810	1337	466	1795	732	968	1795	1885	1591	1795	1717	142
Grp Volume(v), veh/h	17	0	182	126	0	418	58	176	27	186	0	170
Grp Sat Flow(s),veh/h/ln	1810	0	1803	1795	0	1700	1795	1885	1591	1795	0	1859
Q Serve(g_s), s	0.4	0.0	3.7	3.0	0.0	9.5	1.4	3.8	0.6	4.3	0.0	3.3
Cycle Q Clear(g_c), s	0.4	0.0	3.7	3.0	0.0	9.5	1.4	3.8	0.6	4.3	0.0	3.3
Prop In Lane	1.00		0.26	1.00		0.57	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	19	0	448	168	0	564	71	289	244	249	0	468
V/C Ratio(X)	0.91	0.00	0.41	0.75	0.00	0.74	0.81	0.61	0.11	0.75	0.00	0.36
Avail Cap(c_a), veh/h	124	0	1033	658	0	1481	329	994	839	823	0	1491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	13.7	19.3	0.0	12.9	20.8	17.3	15.9	18.1	0.0	13.4
Incr Delay (d2), s/veh	75.2	0.0	0.6	6.7	0.0	1.9	19.3	2.1	0.2	4.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.3	1.4	0.0	3.2	0.9	1.6	0.2	1.9	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.8	0.0	14.3	25.9	0.0	14.9	40.1	19.3	16.1	22.5	0.0	13.9
LnGrp LOS	F	A	B	C	A	B	D	B	B	C	A	B
Approach Vol, veh/h		199			544			261			356	
Approach Delay, s/veh		21.3			17.4			23.6			18.4	
Approach LOS		C			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	10.7	8.1	14.8	5.7	15.0	4.4	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	23.0	16.0	25.0	8.0	35.0	3.0	38.0
Max Q Clear Time (g_c+I1), s	6.3	5.8	5.0	5.7	3.4	5.3	2.4	11.5
Green Ext Time (p_c), s	0.4	0.9	0.2	0.9	0.0	1.0	0.0	3.0

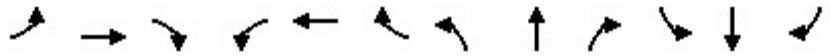
Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	353	50	140	307	277	60	255	144	213	261	18
Future Volume (veh/h)	18	353	50	140	307	277	60	255	144	213	261	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	18	353	50	140	307	277	60	255	48	213	261	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	20	508	72	181	366	330	76	341	288	267	500	34
Arrive On Green	0.01	0.31	0.31	0.10	0.40	0.40	0.04	0.18	0.18	0.15	0.29	0.29
Sat Flow, veh/h	1810	1623	230	1795	910	821	1795	1885	1592	1795	1743	120
Grp Volume(v), veh/h	18	0	403	140	0	584	60	255	48	213	0	279
Grp Sat Flow(s),veh/h/ln	1810	0	1853	1795	0	1730	1795	1885	1592	1795	0	1863
Q Serve(g_s), s	0.6	0.0	11.9	4.7	0.0	19.0	2.1	8.0	1.6	7.1	0.0	7.8
Cycle Q Clear(g_c), s	0.6	0.0	11.9	4.7	0.0	19.0	2.1	8.0	1.6	7.1	0.0	7.8
Prop In Lane	1.00		0.12	1.00		0.47	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	20	0	580	181	0	696	76	341	288	267	0	535
V/C Ratio(X)	0.88	0.00	0.70	0.77	0.00	0.84	0.79	0.75	0.17	0.80	0.00	0.52
Avail Cap(c_a), veh/h	87	0	922	375	0	1138	259	696	588	490	0	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	18.8	27.3	0.0	16.8	29.6	24.2	21.6	25.6	0.0	18.6
Incr Delay (d2), s/veh	64.9	0.0	1.5	6.8	0.0	3.0	16.1	3.3	0.3	5.4	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.9	2.3	0.0	7.2	1.2	3.6	0.6	3.3	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.6	0.0	20.3	34.1	0.0	19.8	45.6	27.5	21.8	31.1	0.0	19.4
LnGrp LOS	F	A	C	C	A	B	D	C	C	C	A	B
Approach Vol, veh/h		421			724			363			492	
Approach Delay, s/veh		23.5			22.6			29.7			24.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	15.3	10.3	23.5	6.6	21.9	4.7	29.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.3	23.0	13.0	31.0	9.0	31.0	3.0	41.0
Max Q Clear Time (g_c+I1), s	9.1	10.0	6.7	13.9	4.1	9.8	2.6	21.0
Green Ext Time (p_c), s	0.4	1.3	0.2	2.3	0.0	1.6	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	357	50	141	310	277	60	260	145	213	267	18
Future Volume (veh/h)	18	357	50	141	310	277	60	260	145	213	267	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	18	357	50	141	310	277	60	260	49	213	267	18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	20	509	71	182	369	329	76	345	292	266	504	34
Arrive On Green	0.01	0.31	0.31	0.10	0.40	0.40	0.04	0.18	0.18	0.15	0.29	0.29
Sat Flow, veh/h	1810	1626	228	1795	914	817	1795	1885	1592	1795	1746	118
Grp Volume(v), veh/h	18	0	407	141	0	587	60	260	49	213	0	285
Grp Sat Flow(s),veh/h/ln	1810	0	1854	1795	0	1731	1795	1885	1592	1795	0	1864
Q Serve(g_s), s	0.6	0.0	12.2	4.8	0.0	19.3	2.1	8.2	1.6	7.2	0.0	8.1
Cycle Q Clear(g_c), s	0.6	0.0	12.2	4.8	0.0	19.3	2.1	8.2	1.6	7.2	0.0	8.1
Prop In Lane	1.00		0.12	1.00		0.47	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	20	0	580	182	0	698	76	345	292	266	0	539
V/C Ratio(X)	0.88	0.00	0.70	0.77	0.00	0.84	0.79	0.75	0.17	0.80	0.00	0.53
Avail Cap(c_a), veh/h	86	0	912	370	0	1126	256	688	581	484	0	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	19.1	27.6	0.0	17.0	29.9	24.4	21.7	25.9	0.0	18.8
Incr Delay (d2), s/veh	64.7	0.0	1.6	6.8	0.0	3.2	16.0	3.3	0.3	5.5	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	5.0	2.3	0.0	7.3	1.2	3.8	0.6	3.3	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.8	0.0	20.6	34.4	0.0	20.2	45.9	27.7	22.0	31.4	0.0	19.6
LnGrp LOS	F	A	C	C	A	C	D	C	C	C	A	B
Approach Vol, veh/h		425			728			369			498	
Approach Delay, s/veh		23.8			23.0			29.9			24.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	15.5	10.4	23.7	6.7	22.2	4.7	29.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	23.0	13.0	31.0	9.0	31.0	3.0	41.0
Max Q Clear Time (g_c+I1), s	9.3	10.2	6.8	14.2	4.1	10.1	2.6	21.3
Green Ext Time (p_c), s	0.4	1.3	0.2	2.3	0.0	1.6	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	372	50	142	318	308	60	300	146	235	308	70
Future Volume (veh/h)	26	372	50	142	318	308	60	300	146	235	308	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	26	372	50	142	318	308	60	300	50	235	308	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	31	539	72	179	361	350	77	373	315	282	464	105
Arrive On Green	0.02	0.33	0.33	0.10	0.41	0.41	0.04	0.20	0.20	0.16	0.31	0.31
Sat Flow, veh/h	1810	1636	220	1795	876	849	1795	1885	1593	1795	1486	338
Grp Volume(v), veh/h	26	0	422	142	0	626	60	300	50	235	0	378
Grp Sat Flow(s),veh/h/ln	1810	0	1856	1795	0	1725	1795	1885	1593	1795	0	1823
Q Serve(g_s), s	1.1	0.0	14.6	5.7	0.0	24.8	2.5	11.3	1.9	9.4	0.0	13.3
Cycle Q Clear(g_c), s	1.1	0.0	14.6	5.7	0.0	24.8	2.5	11.3	1.9	9.4	0.0	13.3
Prop In Lane	1.00		0.12	1.00		0.49	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	31	0	611	179	0	711	77	373	315	282	0	569
V/C Ratio(X)	0.84	0.00	0.69	0.79	0.00	0.88	0.78	0.80	0.16	0.83	0.00	0.66
Avail Cap(c_a), veh/h	73	0	801	267	0	931	145	611	516	412	0	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	21.6	32.6	0.0	20.1	35.1	28.4	24.6	30.3	0.0	22.1
Incr Delay (d2), s/veh	41.6	0.0	1.7	9.3	0.0	7.9	15.7	4.1	0.2	9.3	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	6.2	2.9	0.0	10.6	1.4	5.3	0.7	4.6	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.9	0.0	23.2	41.8	0.0	28.0	50.8	32.5	24.9	39.6	0.0	23.5
LnGrp LOS	E	A	C	D	A	C	D	C	C	D	A	C
Approach Vol, veh/h		448			768			410			613	
Approach Delay, s/veh		26.4			30.6			34.2			29.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	18.7	11.4	28.4	7.2	27.1	5.3	34.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.6	24.0	11.0	32.0	6.0	35.0	3.0	40.0
Max Q Clear Time (g_c+I1), s	11.4	13.3	7.7	16.6	4.5	15.3	3.1	26.8
Green Ext Time (p_c), s	0.3	1.4	0.1	2.3	0.0	2.3	0.0	3.7

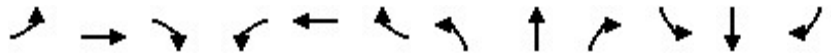
Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	376	50	143	321	308	60	305	147	235	314	70
Future Volume (veh/h)	26	376	50	143	321	308	60	305	147	235	314	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	26	376	50	143	321	308	60	305	51	235	314	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	1	1	1
Cap, veh/h	31	540	72	180	363	349	77	377	318	281	468	104
Arrive On Green	0.02	0.33	0.33	0.10	0.41	0.41	0.04	0.20	0.20	0.16	0.31	0.31
Sat Flow, veh/h	1810	1638	218	1795	881	845	1795	1885	1593	1795	1492	333
Grp Volume(v), veh/h	26	0	426	143	0	629	60	305	51	235	0	384
Grp Sat Flow(s),veh/h/ln	1810	0	1856	1795	0	1726	1795	1885	1593	1795	0	1824
Q Serve(g_s), s	1.1	0.0	15.0	5.8	0.0	25.2	2.5	11.6	2.0	9.5	0.0	13.7
Cycle Q Clear(g_c), s	1.1	0.0	15.0	5.8	0.0	25.2	2.5	11.6	2.0	9.5	0.0	13.7
Prop In Lane	1.00		0.12	1.00		0.49	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	31	0	611	180	0	712	77	377	318	281	0	573
V/C Ratio(X)	0.84	0.00	0.70	0.79	0.00	0.88	0.78	0.81	0.16	0.84	0.00	0.67
Avail Cap(c_a), veh/h	72	0	793	264	0	921	144	604	510	407	0	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	21.9	32.9	0.0	20.3	35.5	28.6	24.8	30.7	0.0	22.3
Incr Delay (d2), s/veh	41.4	0.0	1.8	9.8	0.0	8.3	15.6	4.3	0.2	9.6	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	6.4	3.0	0.0	10.9	1.4	5.5	0.7	4.7	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	0.0	23.7	42.7	0.0	28.6	51.2	32.9	25.0	40.3	0.0	23.7
LnGrp LOS	E	A	C	D	A	C	D	C	C	D	A	C
Approach Vol, veh/h		452			772			416			619	
Approach Delay, s/veh		26.8			31.2			34.6			30.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	19.0	11.5	28.7	7.2	27.5	5.3	34.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	24.0	11.0	32.0	6.0	35.0	3.0	40.0
Max Q Clear Time (g_c+I1), s	11.5	13.6	7.8	17.0	4.5	15.7	3.1	27.2
Green Ext Time (p_c), s	0.3	1.4	0.1	2.3	0.0	2.3	0.0	3.7

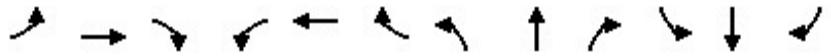
Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	291	77	44	477	15	125	51	57	28	22	14
Future Volume (veh/h)	7	291	77	44	477	15	125	51	57	28	22	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	291	77	44	477	15	125	51	57	28	22	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	7	440	116	51	624	20	167	68	76	33	26	16
Arrive On Green	0.00	0.32	0.32	0.03	0.35	0.35	0.19	0.19	0.19	0.04	0.04	0.04
Sat Flow, veh/h	1697	1358	359	1767	1789	56	878	358	400	734	577	367
Grp Volume(v), veh/h	7	0	368	44	0	492	233	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1717	1767	0	1845	1636	0	0	1679	0	0
Q Serve(g_s), s	0.2	0.0	7.2	1.0	0.0	9.2	5.2	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	7.2	1.0	0.0	9.2	5.2	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.03	0.54		0.24	0.44		0.22
Lane Grp Cap(c), veh/h	7	0	556	51	0	643	312	0	0	75	0	0
V/C Ratio(X)	1.02	0.00	0.66	0.86	0.00	0.76	0.75	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	87	0	884	182	0	1045	674	0	0	173	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.3	0.0	11.3	18.8	0.0	11.2	14.8	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	166.4	0.0	1.4	31.6	0.0	1.9	3.6	0.0	0.0	22.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.3	0.8	0.0	3.1	1.9	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.7	0.0	12.7	50.3	0.0	13.2	18.4	0.0	0.0	40.9	0.0	0.0
LnGrp LOS	F	A	B	D	A	B	B	A	A	D	A	A
Approach Vol, veh/h		375			536			233			64	
Approach Delay, s/veh		15.9			16.2			18.4			40.9	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.4	5.1	16.6	5.7	4.2	17.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	4.0	20.0	4.0	2.0	22.0
Max Q Clear Time (g_c+I1), s	7.2	3.0	9.2	3.5	2.2	11.2
Green Ext Time (p_c), s	0.8	0.0	1.7	0.0	0.0	2.3

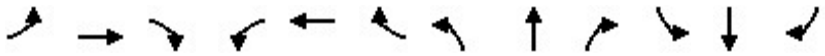
Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	299	84	44	484	15	144	51	57	28	22	14
Future Volume (veh/h)	7	299	84	44	484	15	144	51	57	28	22	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	299	84	44	484	15	144	51	57	28	22	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	7	430	121	51	620	19	192	68	76	33	26	16
Arrive On Green	0.00	0.32	0.32	0.03	0.35	0.35	0.21	0.21	0.21	0.04	0.04	0.04
Sat Flow, veh/h	1697	1338	376	1767	1790	55	936	332	371	734	577	367
Grp Volume(v), veh/h	7	0	383	44	0	499	252	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1714	1767	0	1846	1638	0	0	1679	0	0
Q Serve(g_s), s	0.2	0.0	7.8	1.0	0.0	9.7	5.8	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	7.8	1.0	0.0	9.7	5.8	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.03	0.57		0.23	0.44		0.22
Lane Grp Cap(c), veh/h	7	0	551	51	0	640	336	0	0	75	0	0
V/C Ratio(X)	1.02	0.00	0.69	0.86	0.00	0.78	0.75	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	85	0	856	132	0	967	695	0	0	168	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	11.9	19.4	0.0	11.7	15.0	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	165.9	0.0	1.6	31.3	0.0	2.3	3.4	0.0	0.0	22.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.5	0.8	0.0	3.4	2.1	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	185.8	0.0	13.5	50.7	0.0	14.1	18.3	0.0	0.0	41.1	0.0	0.0
LnGrp LOS	F	A	B	D	A	B	B	A	A	D	A	A
Approach Vol, veh/h		390			543			252			64	
Approach Delay, s/veh		16.6			17.0			18.3			41.1	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.2	5.2	16.9	5.8	4.2	17.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	3.0	20.0	4.0	2.0	21.0
Max Q Clear Time (g_c+I1), s	7.8	3.0	9.8	3.5	2.2	11.7
Green Ext Time (p_c), s	1.0	0.0	1.7	0.0	0.0	2.2

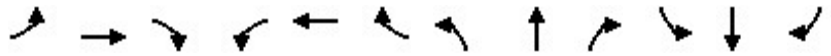
Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	337	110	79	563	22	220	63	159	31	26	14
Future Volume (veh/h)	7	337	110	79	563	22	220	63	159	31	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	337	110	79	563	22	220	63	159	31	26	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	10	381	124	100	615	24	248	71	179	38	32	17
Arrive On Green	0.01	0.30	0.30	0.06	0.35	0.35	0.31	0.31	0.31	0.05	0.05	0.05
Sat Flow, veh/h	1697	1286	420	1767	1774	69	800	229	578	736	617	332
Grp Volume(v), veh/h	7	0	447	79	0	585	442	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1706	1767	0	1843	1608	0	0	1685	0	0
Q Serve(g_s), s	0.2	0.0	14.0	2.5	0.0	17.0	14.6	0.0	0.0	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	14.0	2.5	0.0	17.0	14.6	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.04	0.50		0.36	0.44		0.20
Lane Grp Cap(c), veh/h	10	0	505	100	0	639	497	0	0	87	0	0
V/C Ratio(X)	0.72	0.00	0.88	0.79	0.00	0.92	0.89	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	61	0	549	126	0	659	546	0	0	90	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.7	0.0	18.8	26.0	0.0	17.5	18.4	0.0	0.0	26.2	0.0	0.0
Incr Delay (d2), s/veh	66.8	0.0	15.0	22.7	0.0	17.2	15.5	0.0	0.0	40.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	7.0	1.6	0.0	9.3	6.9	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.6	0.0	33.8	48.7	0.0	34.7	33.8	0.0	0.0	66.7	0.0	0.0
LnGrp LOS	F	A	C	D	A	C	C	A	A	E	A	A
Approach Vol, veh/h		454			664			442			71	
Approach Delay, s/veh		34.7			36.3			33.8			66.7	
Approach LOS		C			D			C			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.3	7.2	20.6	6.9	4.3	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	4.0	18.0	3.0	2.0	20.0
Max Q Clear Time (g_c+I1), s	16.6	4.5	16.0	4.3	2.2	19.0
Green Ext Time (p_c), s	0.7	0.0	0.6	0.0	0.0	0.4

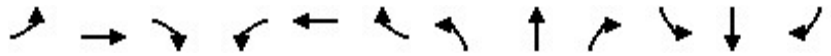
Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	345	117	79	570	22	239	63	159	31	26	14
Future Volume (veh/h)	7	345	117	79	570	22	239	63	159	31	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	345	117	79	570	22	239	63	159	31	26	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	17	387	131	100	622	24	260	68	173	38	32	17
Arrive On Green	0.01	0.30	0.30	0.06	0.35	0.35	0.31	0.31	0.31	0.05	0.05	0.05
Sat Flow, veh/h	1697	1272	431	1767	1775	68	835	220	555	736	617	332
Grp Volume(v), veh/h	7	0	462	79	0	592	461	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1704	1767	0	1843	1610	0	0	1685	0	0
Q Serve(g_s), s	0.2	0.0	15.0	2.6	0.0	17.8	16.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	15.0	2.6	0.0	17.8	16.0	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.04	0.52		0.34	0.44		0.20
Lane Grp Cap(c), veh/h	17	0	518	100	0	646	501	0	0	87	0	0
V/C Ratio(X)	0.41	0.00	0.89	0.79	0.00	0.92	0.92	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	59	0	560	122	0	669	501	0	0	87	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	0.0	19.2	26.9	0.0	18.0	19.2	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	14.9	0.0	15.7	24.0	0.0	17.2	22.5	0.0	0.0	42.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	7.5	1.7	0.0	9.7	8.4	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	0.0	35.0	51.0	0.0	35.1	41.7	0.0	0.0	69.2	0.0	0.0
LnGrp LOS	D	A	C	D	A	D	D	A	A	E	A	A
Approach Vol, veh/h		469			671			461			71	
Approach Delay, s/veh		35.1			37.0			41.7			69.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.0	7.3	21.6	7.0	4.6	24.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	4.0	19.0	3.0	2.0	21.0
Max Q Clear Time (g_c+I1), s	18.0	4.6	17.0	4.4	2.2	19.8
Green Ext Time (p_c), s	0.0	0.0	0.6	0.0	0.0	0.5

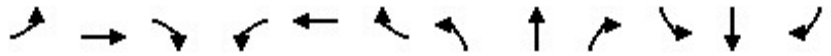
Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	345	117	79	570	22	239	63	159	31	26	14
Future Volume (veh/h)	7	345	117	79	570	22	239	63	159	31	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	345	117	79	570	22	239	63	159	31	26	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	31	471	157	99	783	30	295	78	196	37	31	17
Arrive On Green	0.02	0.19	0.19	0.06	0.23	0.23	0.35	0.35	0.35	0.05	0.05	0.05
Sat Flow, veh/h	1697	2492	832	1767	3461	133	835	220	555	736	617	332
Grp Volume(v), veh/h	7	233	229	79	290	302	461	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1697	1692	1632	1767	1763	1832	1610	0	0	1685	0	0
Q Serve(g_s), s	0.2	5.9	6.1	2.0	6.9	7.0	11.8	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	5.9	6.1	2.0	6.9	7.0	11.8	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.07	0.52		0.34	0.44		0.20
Lane Grp Cap(c), veh/h	31	320	308	99	399	414	569	0	0	86	0	0
V/C Ratio(X)	0.22	0.73	0.74	0.80	0.73	0.73	0.81	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	74	371	358	194	503	522	883	0	0	148	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.0	17.4	17.5	21.3	16.3	16.3	13.3	0.0	0.0	21.4	0.0	0.0
Incr Delay (d2), s/veh	3.5	5.9	7.0	13.7	3.9	3.8	3.3	0.0	0.0	17.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.5	2.6	1.1	2.8	2.9	3.9	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	23.3	24.5	35.0	20.3	20.2	16.6	0.0	0.0	39.3	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	B	A	A	D	A	A
Approach Vol, veh/h		469			671			461			71	
Approach Delay, s/veh		23.9			22.0			16.6			39.3	
Approach LOS		C			C			B			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	20.1	6.5	12.6	6.3	4.8	14.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	5.0	10.0	4.0	2.0	13.0
Max Q Clear Time (g_c+I1), s	13.8	4.0	8.1	3.9	2.2	9.0
Green Ext Time (p_c), s	2.3	0.0	0.6	0.0	0.0	1.3

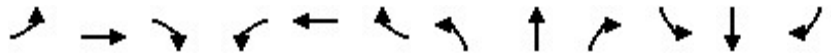
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	397	112	103	673	22	226	63	176	31	26	14
Future Volume (veh/h)	7	397	112	103	673	22	226	63	176	31	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	397	112	103	673	22	226	63	176	31	26	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	37	435	123	119	663	22	223	62	174	37	31	17
Arrive On Green	0.02	0.33	0.33	0.07	0.37	0.37	0.29	0.29	0.29	0.05	0.05	0.05
Sat Flow, veh/h	1697	1337	377	1767	1787	58	779	217	607	736	617	332
Grp Volume(v), veh/h	7	0	509	103	0	695	465	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1714	1767	0	1845	1604	0	0	1685	0	0
Q Serve(g_s), s	0.2	0.0	16.9	3.4	0.0	22.0	17.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	16.9	3.4	0.0	22.0	17.0	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.03	0.49		0.38	0.44		0.20
Lane Grp Cap(c), veh/h	37	0	557	119	0	685	460	0	0	85	0	0
V/C Ratio(X)	0.19	0.00	0.91	0.86	0.00	1.02	1.01	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	57	0	578	119	0	685	460	0	0	85	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	0.0	19.2	27.4	0.0	18.6	21.1	0.0	0.0	27.9	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	18.7	43.9	0.0	38.2	44.8	0.0	0.0	47.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	8.8	2.8	0.0	15.4	11.4	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	0.0	37.9	71.3	0.0	56.9	66.0	0.0	0.0	75.4	0.0	0.0
LnGrp LOS	C	A	D	E	A	F	F	A	A	E	A	A
Approach Vol, veh/h		516			798			465			71	
Approach Delay, s/veh		37.8			58.7			66.0			75.4	
Approach LOS		D			E			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.0	8.0	23.3	7.0	5.3	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	4.0	20.0	3.0	2.0	22.0
Max Q Clear Time (g_c+I1), s	19.0	5.4	18.9	4.5	2.2	24.0
Green Ext Time (p_c), s	0.0	0.0	0.4	0.0	0.0	0.0

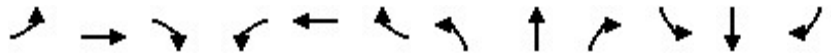
Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	405	119	103	680	22	245	63	176	31	26	14
Future Volume (veh/h)	7	405	119	103	680	22	245	63	176	31	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	405	119	103	680	22	245	63	176	31	26	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	51	438	129	118	658	21	231	59	166	37	31	17
Arrive On Green	0.03	0.33	0.33	0.07	0.37	0.37	0.28	0.28	0.28	0.05	0.05	0.05
Sat Flow, veh/h	1697	1323	389	1767	1787	58	813	209	584	736	617	332
Grp Volume(v), veh/h	7	0	524	103	0	702	484	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1697	0	1711	1767	0	1845	1606	0	0	1685	0	0
Q Serve(g_s), s	0.2	0.0	17.7	3.5	0.0	22.0	17.0	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	17.7	3.5	0.0	22.0	17.0	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.03	0.51		0.36	0.44		0.20
Lane Grp Cap(c), veh/h	51	0	566	118	0	679	457	0	0	85	0	0
V/C Ratio(X)	0.14	0.00	0.93	0.87	0.00	1.03	1.06	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	57	0	573	118	0	679	457	0	0	85	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.3	0.0	19.3	27.6	0.0	18.9	21.4	0.0	0.0	28.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	21.0	45.8	0.0	43.5	58.8	0.0	0.0	49.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	9.5	2.9	0.0	16.4	13.2	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	40.3	73.5	0.0	62.4	80.2	0.0	0.0	77.7	0.0	0.0
LnGrp LOS	C	A	D	E	A	F	F	A	A	E	A	A
Approach Vol, veh/h		531			805			484			71	
Approach Delay, s/veh		40.1			63.9			80.2			77.7	
Approach LOS		D			E			F			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.0	8.0	23.8	7.0	5.8	26.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	4.0	20.0	3.0	2.0	22.0
Max Q Clear Time (g_c+I1), s	19.0	5.5	19.7	4.5	2.2	24.0
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	0.0

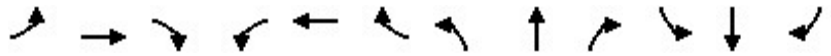
Intersection Summary	
HCM 6th Ctrl Delay	61.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	405	119	103	680	22	245	63	176	31	26	14
Future Volume (veh/h)	7	405	119	103	680	22	245	63	176	31	26	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1856	1856	1856	1752	1752	1752	1781	1781	1781
Adj Flow Rate, veh/h	7	405	119	103	680	22	245	63	176	31	26	14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	3	3	3	10	10	10	8	8	8
Cap, veh/h	37	518	151	131	881	28	288	74	207	38	32	17
Arrive On Green	0.02	0.20	0.20	0.07	0.25	0.25	0.35	0.35	0.35	0.05	0.05	0.05
Sat Flow, veh/h	1697	2587	752	1767	3485	113	813	209	584	736	617	332
Grp Volume(v), veh/h	7	263	261	103	344	358	484	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1697	1692	1646	1767	1763	1835	1606	0	0	1685	0	0
Q Serve(g_s), s	0.2	7.4	7.5	2.9	9.1	9.1	13.9	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.4	7.5	2.9	9.1	9.1	13.9	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.06	0.51		0.36	0.44		0.20
Lane Grp Cap(c), veh/h	37	339	329	131	445	464	570	0	0	86	0	0
V/C Ratio(X)	0.19	0.78	0.79	0.78	0.77	0.77	0.85	0.00	0.00	0.82	0.00	0.00
Avail Cap(c_a), veh/h	68	372	362	212	528	550	737	0	0	135	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	19.0	19.0	22.8	17.4	17.4	14.9	0.0	0.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	2.4	9.3	10.4	9.7	5.9	5.7	7.4	0.0	0.0	20.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.4	3.5	1.4	3.9	4.1	5.4	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	28.2	29.5	32.5	23.2	23.1	22.3	0.0	0.0	43.5	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	C	A	A	D	A	A
Approach Vol, veh/h		531			805			484			71	
Approach Delay, s/veh		28.8			24.3			22.3			43.5	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	21.8	7.7	14.0	6.6	5.1	16.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	23.0	6.0	11.0	4.0	2.0	15.0
Max Q Clear Time (g_c+I1), s	15.9	4.9	9.5	4.1	2.2	11.1
Green Ext Time (p_c), s	1.9	0.0	0.5	0.0	0.0	1.6

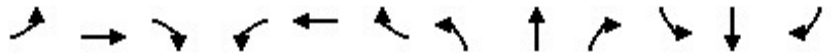
Intersection Summary	
HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	557	73	36	228	12	39	31	23	43	54	16
Future Volume (veh/h)	33	557	73	36	228	12	39	31	23	43	54	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	557	73	36	228	12	39	31	23	43	54	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	457	700	92	41	350	18	50	40	30	56	70	21
Arrive On Green	0.26	0.43	0.43	0.02	0.20	0.20	0.07	0.07	0.07	0.08	0.08	0.08
Sat Flow, veh/h	1781	1620	212	1781	1761	93	736	585	434	687	862	256
Grp Volume(v), veh/h	33	0	630	36	0	240	93	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1832	1781	0	1854	1755	0	0	1805	0	0
Q Serve(g_s), s	0.6	0.0	12.0	0.8	0.0	4.8	2.1	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	12.0	0.8	0.0	4.8	2.1	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.05	0.42		0.25	0.38		0.14
Lane Grp Cap(c), veh/h	457	0	791	41	0	368	120	0	0	146	0	0
V/C Ratio(X)	0.07	0.00	0.80	0.87	0.00	0.65	0.78	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	457	0	1179	132	0	1101	391	0	0	268	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	9.9	19.7	0.0	14.9	18.5	0.0	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.3	38.6	0.0	2.0	10.3	0.0	0.0	8.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.9	0.7	0.0	1.9	1.1	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	12.3	58.3	0.0	16.9	28.8	0.0	0.0	26.7	0.0	0.0
LnGrp LOS	B	A	B	E	A	B	C	A	A	C	A	A
Approach Vol, veh/h		663			276			93			113	
Approach Delay, s/veh		12.2			22.3			28.8			26.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	6.8	4.9	21.4	7.3	14.4	12.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	3.0	26.0	6.0	5.0	24.0
Max Q Clear Time (g_c+I1), s	4.1	2.8	14.0	4.5	2.6	6.8
Green Ext Time (p_c), s	0.1	0.0	3.4	0.1	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	572	91	36	241	12	49	31	23	43	54	16
Future Volume (veh/h)	33	572	91	36	241	12	49	31	23	43	54	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	572	91	36	241	12	49	31	23	43	54	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	474	703	112	41	359	18	63	40	30	56	70	21
Arrive On Green	0.27	0.45	0.45	0.02	0.20	0.20	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1781	1575	251	1781	1767	88	836	529	393	687	862	256
Grp Volume(v), veh/h	33	0	663	36	0	253	103	0	0	113	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1825	1781	0	1855	1758	0	0	1805	0	0
Q Serve(g_s), s	0.6	0.0	13.5	0.9	0.0	5.4	2.5	0.0	0.0	2.6	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	13.5	0.9	0.0	5.4	2.5	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.05	0.48		0.22	0.38		0.14
Lane Grp Cap(c), veh/h	474	0	814	41	0	377	133	0	0	146	0	0
V/C Ratio(X)	0.07	0.00	0.81	0.87	0.00	0.67	0.77	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	474	0	1152	125	0	1084	329	0	0	253	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	0.0	10.3	20.8	0.0	15.7	19.4	0.0	0.0	19.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.1	37.7	0.0	2.1	9.2	0.0	0.0	8.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.5	0.8	0.0	2.1	1.2	0.0	0.0	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	0.0	13.4	58.5	0.0	17.8	28.6	0.0	0.0	27.7	0.0	0.0
LnGrp LOS	B	A	B	E	A	B	C	A	A	C	A	A
Approach Vol, veh/h		696			289			103			113	
Approach Delay, s/veh		13.4			22.9			28.6			27.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	7.2	5.0	23.1	7.5	15.4	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	3.0	27.0	6.0	5.0	25.0
Max Q Clear Time (g_c+I1), s	4.5	2.9	15.5	4.6	2.6	7.4
Green Ext Time (p_c), s	0.1	0.0	3.6	0.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	662	180	150	303	17	102	39	90	51	68	16
Future Volume (veh/h)	33	662	180	150	303	17	102	39	90	51	68	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	662	180	150	303	17	102	39	90	51	68	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	524	614	167	148	390	22	101	39	89	57	76	18
Arrive On Green	0.29	0.43	0.43	0.08	0.22	0.22	0.13	0.13	0.13	0.08	0.08	0.08
Sat Flow, veh/h	1781	1416	385	1781	1754	98	756	289	667	685	913	215
Grp Volume(v), veh/h	33	0	842	150	0	320	231	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1801	1781	0	1853	1712	0	0	1812	0	0
Q Serve(g_s), s	0.8	0.0	26.0	5.0	0.0	9.7	8.0	0.0	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	26.0	5.0	0.0	9.7	8.0	0.0	0.0	4.4	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.05	0.44		0.39	0.38		0.12
Lane Grp Cap(c), veh/h	524	0	780	148	0	412	228	0	0	151	0	0
V/C Ratio(X)	0.06	0.00	1.08	1.01	0.00	0.78	1.01	0.00	0.00	0.89	0.00	0.00
Avail Cap(c_a), veh/h	524	0	780	148	0	803	228	0	0	151	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	0.0	17.0	27.5	0.0	21.9	26.0	0.0	0.0	27.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	55.6	76.7	0.0	3.2	62.6	0.0	0.0	43.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	21.1	5.2	0.0	4.3	7.0	0.0	0.0	3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	72.6	104.2	0.0	25.1	88.6	0.0	0.0	70.9	0.0	0.0
LnGrp LOS	B	A	F	F	A	C	F	A	A	E	A	A
Approach Vol, veh/h		875			470			231			135	
Approach Delay, s/veh		70.5			50.4			88.6			70.9	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.0	9.0	30.0	9.0	21.7	17.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	5.0	26.0	5.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	10.0	7.0	28.0	6.4	2.8	11.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	67.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	677	198	150	316	17	112	39	90	51	68	16
Future Volume (veh/h)	33	677	198	150	316	17	112	39	90	51	68	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	677	198	150	316	17	112	39	90	51	68	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	540	626	183	148	405	22	106	37	85	46	61	14
Arrive On Green	0.30	0.45	0.45	0.08	0.23	0.23	0.13	0.13	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1781	1390	407	1781	1759	95	797	278	641	685	913	215
Grp Volume(v), veh/h	33	0	875	150	0	333	241	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1797	1781	0	1853	1715	0	0	1812	0	0
Q Serve(g_s), s	0.8	0.0	27.0	5.0	0.0	10.1	8.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	27.0	5.0	0.0	10.1	8.0	0.0	0.0	4.0	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.05	0.46		0.37	0.38		0.12
Lane Grp Cap(c), veh/h	540	0	809	148	0	427	229	0	0	121	0	0
V/C Ratio(X)	0.06	0.00	1.08	1.01	0.00	0.78	1.05	0.00	0.00	1.12	0.00	0.00
Avail Cap(c_a), veh/h	540	0	809	148	0	834	229	0	0	121	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.8	0.0	16.5	27.5	0.0	21.7	26.0	0.0	0.0	28.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	56.2	76.7	0.0	3.1	74.4	0.0	0.0	116.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	21.8	5.2	0.0	4.4	7.8	0.0	0.0	5.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	72.7	104.2	0.0	24.8	100.4	0.0	0.0	144.9	0.0	0.0
LnGrp LOS	B	A	F	F	A	C	F	A	A	F	A	A
Approach Vol, veh/h		908			483			241			135	
Approach Delay, s/veh		70.6			49.4			100.4			144.9	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.0	9.0	31.0	8.0	22.2	17.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	5.0	27.0	4.0	5.0	27.0
Max Q Clear Time (g_c+I1), s	10.0	7.0	29.0	6.0	2.8	12.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	74.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	677	198	150	316	17	112	39	90	51	68	16
Future Volume (veh/h)	33	677	198	150	316	17	112	39	90	51	68	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	677	198	150	316	17	112	39	90	51	68	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	456	825	241	192	535	29	141	49	114	66	87	21
Arrive On Green	0.26	0.30	0.30	0.11	0.16	0.16	0.18	0.18	0.18	0.10	0.10	0.10
Sat Flow, veh/h	1781	2712	793	1781	3430	184	797	278	641	685	913	215
Grp Volume(v), veh/h	33	443	432	150	163	170	241	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1728	1781	1777	1837	1715	0	0	1812	0	0
Q Serve(g_s), s	0.7	11.8	11.8	4.2	4.3	4.4	6.8	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	0.7	11.8	11.8	4.2	4.3	4.4	6.8	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.10	0.46		0.37	0.38		0.12
Lane Grp Cap(c), veh/h	456	540	525	192	277	287	304	0	0	174	0	0
V/C Ratio(X)	0.07	0.82	0.82	0.78	0.59	0.59	0.79	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	456	594	578	280	699	723	439	0	0	214	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.3	16.4	16.4	22.1	19.9	20.0	20.0	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	8.3	8.6	8.3	2.0	2.0	6.2	0.0	0.0	13.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.4	5.2	2.0	1.8	1.9	3.0	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	24.7	25.0	30.4	21.9	21.9	26.2	0.0	0.0	36.0	0.0	0.0
LnGrp LOS	B	C	C	C	C	C	C	A	A	D	A	A
Approach Vol, veh/h		908			483			241			135	
Approach Delay, s/veh		24.5			24.6			26.2			36.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	13.0	9.5	19.5	8.9	17.0	11.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	8.0	17.0	6.0	5.0	20.0
Max Q Clear Time (g_c+I1), s	8.8	6.2	13.8	5.7	2.7	6.4
Green Ext Time (p_c), s	0.5	0.1	1.7	0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	796	186	177	405	17	106	39	120	51	68	16
Future Volume (veh/h)	33	796	186	177	405	17	106	39	120	51	68	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	796	186	177	405	17	106	39	120	51	68	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	507	684	160	178	502	21	79	29	90	34	46	11
Arrive On Green	0.28	0.47	0.47	0.10	0.28	0.28	0.12	0.12	0.12	0.05	0.05	0.05
Sat Flow, veh/h	1781	1466	343	1781	1782	75	679	250	769	685	913	215
Grp Volume(v), veh/h	33	0	982	177	0	422	265	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1809	1781	0	1857	1698	0	0	1812	0	0
Q Serve(g_s), s	0.8	0.0	28.0	6.0	0.0	12.7	7.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	28.0	6.0	0.0	12.7	7.0	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.04	0.40		0.45	0.38		0.12
Lane Grp Cap(c), veh/h	507	0	844	178	0	524	198	0	0	91	0	0
V/C Ratio(X)	0.07	0.00	1.16	0.99	0.00	0.81	1.34	0.00	0.00	1.49	0.00	0.00
Avail Cap(c_a), veh/h	507	0	844	178	0	897	198	0	0	91	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.6	0.0	16.0	27.0	0.0	20.0	26.5	0.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	86.5	65.5	0.0	3.0	182.0	0.0	0.0	269.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	29.8	5.6	0.0	5.4	12.7	0.0	0.0	8.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.7	0.0	102.5	92.5	0.0	23.0	208.5	0.0	0.0	298.3	0.0	0.0
LnGrp LOS	B	A	F	F	A	C	F	A	A	F	A	A
Approach Vol, veh/h		1015			599			265			135	
Approach Delay, s/veh		99.6			43.5			208.5			298.3	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	11.0	10.0	32.0	7.0	21.1	20.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	6.0	28.0	3.0	5.0	29.0
Max Q Clear Time (g_c+I1), s	9.0	8.0	30.0	5.0	2.8	14.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	110.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	811	204	177	418	17	116	39	120	51	68	16
Future Volume (veh/h)	33	811	204	177	418	17	116	39	120	51	68	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	811	204	177	418	17	116	39	120	51	68	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	412	649	163	119	510	21	132	44	136	23	30	7
Arrive On Green	0.23	0.45	0.45	0.07	0.29	0.29	0.18	0.18	0.18	0.03	0.03	0.03
Sat Flow, veh/h	1781	1442	363	1781	1785	73	717	241	742	685	913	215
Grp Volume(v), veh/h	33	0	1015	177	0	435	275	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1805	1781	0	1857	1701	0	0	1812	0	0
Q Serve(g_s), s	0.9	0.0	27.0	4.0	0.0	13.1	9.5	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	27.0	4.0	0.0	13.1	9.5	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.04	0.42		0.44	0.38		0.12
Lane Grp Cap(c), veh/h	412	0	812	119	0	530	312	0	0	60	0	0
V/C Ratio(X)	0.08	0.00	1.25	1.49	0.00	0.82	0.88	0.00	0.00	2.23	0.00	0.00
Avail Cap(c_a), veh/h	412	0	812	119	0	805	312	0	0	60	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.1	0.0	16.5	28.0	0.0	20.0	23.9	0.0	0.0	29.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	122.5	259.8	0.0	4.1	24.1	0.0	0.0	605.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	36.9	10.2	0.0	5.7	5.6	0.0	0.0	11.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	0.0	139.0	287.8	0.0	24.1	48.0	0.0	0.0	634.2	0.0	0.0
LnGrp LOS	B	A	F	F	A	C	D	A	A	F	A	A
Approach Vol, veh/h		1048			612			275			135	
Approach Delay, s/veh		135.2			100.4			48.0			634.2	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.0	8.0	31.0	6.0	17.9	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	4.0	27.0	2.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	11.5	6.0	29.0	4.0	2.9	15.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	2.0

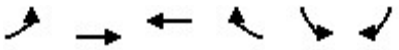
Intersection Summary	
HCM 6th Ctrl Delay	145.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	811	204	177	418	17	116	39	120	51	68	16
Future Volume (veh/h)	33	811	204	177	418	17	116	39	120	51	68	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	33	811	204	177	418	17	116	39	120	51	68	16
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	1	1	1
Cap, veh/h	438	853	214	221	631	26	142	48	147	61	81	19
Arrive On Green	0.25	0.30	0.30	0.12	0.18	0.18	0.20	0.20	0.20	0.09	0.09	0.09
Sat Flow, veh/h	1781	2812	707	1781	3481	141	717	241	742	685	913	215
Grp Volume(v), veh/h	33	512	503	177	213	222	275	0	0	135	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1743	1781	1777	1845	1701	0	0	1812	0	0
Q Serve(g_s), s	0.8	15.8	15.8	5.4	6.3	6.3	8.7	0.0	0.0	4.1	0.0	0.0
Cycle Q Clear(g_c), s	0.8	15.8	15.8	5.4	6.3	6.3	8.7	0.0	0.0	4.1	0.0	0.0
Prop In Lane	1.00		0.41	1.00		0.08	0.42		0.44	0.38		0.12
Lane Grp Cap(c), veh/h	438	539	528	221	322	334	338	0	0	162	0	0
V/C Ratio(X)	0.08	0.95	0.95	0.80	0.66	0.66	0.81	0.00	0.00	0.84	0.00	0.00
Avail Cap(c_a), veh/h	438	539	528	222	602	625	455	0	0	162	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	19.1	19.1	23.9	21.4	21.4	21.5	0.0	0.0	25.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	27.0	27.4	18.6	2.3	2.3	8.1	0.0	0.0	29.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.8	9.6	3.3	2.6	2.7	3.9	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	46.1	46.5	42.5	23.7	23.6	29.6	0.0	0.0	55.0	0.0	0.0
LnGrp LOS	B	D	D	D	C	C	C	A	A	E	A	A
Approach Vol, veh/h		1048			612			275			135	
Approach Delay, s/veh		45.4			29.1			29.6			55.0	
Approach LOS		D			C			C			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.1	10.9	21.0	9.0	17.8	14.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	7.0	17.0	5.0	5.0	19.0
Max Q Clear Time (g_c+I1), s	10.7	7.4	17.8	6.1	2.8	8.3
Green Ext Time (p_c), s	0.6	0.0	0.0	0.0	0.0	1.9

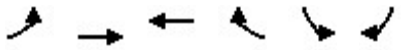
Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	156	173	335	319	171	172
Future Volume (veh/h)	156	173	335	319	171	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1737	1737	1841	1841	1870	1870
Adj Flow Rate, veh/h	156	173	335	121	171	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	4	4	2	2
Cap, veh/h	199	987	557	472	249	222
Arrive On Green	0.12	0.57	0.30	0.30	0.14	0.14
Sat Flow, veh/h	1654	1737	1841	1560	1781	1585
Grp Volume(v), veh/h	156	173	335	121	171	30
Grp Sat Flow(s),veh/h/ln	1654	1737	1841	1560	1781	1585
Q Serve(g_s), s	2.5	1.3	4.3	1.6	2.5	0.5
Cycle Q Clear(g_c), s	2.5	1.3	4.3	1.6	2.5	0.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	199	987	557	472	249	222
V/C Ratio(X)	0.78	0.18	0.60	0.26	0.69	0.14
Avail Cap(c_a), veh/h	723	2342	1409	1194	974	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	2.8	8.2	7.2	11.2	10.3
Incr Delay (d2), s/veh	6.7	0.1	1.0	0.3	3.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.1	1.2	0.4	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	2.9	9.2	7.5	14.5	10.6
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		329	456		201	
Approach Delay, s/veh		10.3	8.8		14.0	
Approach LOS		B	A		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			19.6		7.8	7.3	12.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			37.0		15.0	12.0	21.0
Max Q Clear Time (g_c+I1), s			3.3		4.5	4.5	6.3
Green Ext Time (p_c), s			1.0		0.4	0.2	2.1

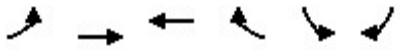
Intersection Summary		
HCM 6th Ctrl Delay		10.3
HCM 6th LOS		B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	156	182	354	326	178	172
Future Volume (veh/h)	156	182	354	326	178	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1737	1737	1841	1841	1870	1870
Adj Flow Rate, veh/h	156	182	354	128	178	30
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	4	4	2	2
Cap, veh/h	199	995	573	486	258	230
Arrive On Green	0.12	0.57	0.31	0.31	0.14	0.14
Sat Flow, veh/h	1654	1737	1841	1560	1781	1585
Grp Volume(v), veh/h	156	182	354	128	178	30
Grp Sat Flow(s),veh/h/ln	1654	1737	1841	1560	1781	1585
Q Serve(g_s), s	2.6	1.4	4.6	1.7	2.7	0.5
Cycle Q Clear(g_c), s	2.6	1.4	4.6	1.7	2.7	0.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	199	995	573	486	258	230
V/C Ratio(X)	0.78	0.18	0.62	0.26	0.69	0.13
Avail Cap(c_a), veh/h	700	2267	1364	1156	943	839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	2.9	8.3	7.3	11.5	10.6
Incr Delay (d2), s/veh	6.6	0.1	1.1	0.3	3.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.1	1.3	0.4	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	3.0	9.4	7.6	14.8	10.8
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		338	482		208	
Approach Delay, s/veh		10.3	8.9		14.2	
Approach LOS		B	A		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		20.2		8.1	7.4	12.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		37.0		15.0	12.0	21.0
Max Q Clear Time (g_c+I1), s		3.4		4.7	4.6	6.6
Green Ext Time (p_c), s		1.1		0.4	0.2	2.2

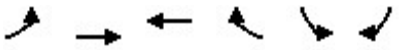
Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	226	450	384	197	210
Future Volume (veh/h)	192	226	450	384	197	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1737	1737	1841	1841	1870	1870
Adj Flow Rate, veh/h	192	226	450	186	197	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	4	4	2	2
Cap, veh/h	247	1062	642	544	289	257
Arrive On Green	0.15	0.61	0.35	0.35	0.16	0.16
Sat Flow, veh/h	1654	1737	1841	1560	1781	1585
Grp Volume(v), veh/h	192	226	450	186	197	68
Grp Sat Flow(s),veh/h/ln	1654	1737	1841	1560	1781	1585
Q Serve(g_s), s	3.9	2.1	7.4	3.1	3.7	1.3
Cycle Q Clear(g_c), s	3.9	2.1	7.4	3.1	3.7	1.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	247	1062	642	544	289	257
V/C Ratio(X)	0.78	0.21	0.70	0.34	0.68	0.26
Avail Cap(c_a), veh/h	563	1871	1148	973	707	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	3.1	9.9	8.5	13.9	12.9
Incr Delay (d2), s/veh	5.3	0.1	1.4	0.4	2.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.3	2.3	0.8	1.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	3.2	11.3	8.9	16.8	13.5
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h		418	636		265	
Approach Delay, s/veh		10.8	10.6		15.9	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		25.6		9.7	9.3	16.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		38.0		14.0	12.0	22.0
Max Q Clear Time (g_c+I1), s		4.1		5.7	5.9	9.4
Green Ext Time (p_c), s		1.4		0.5	0.3	2.9

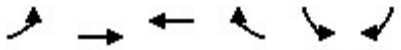
Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	235	469	391	204	210
Future Volume (veh/h)	192	235	469	391	204	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1737	1737	1841	1841	1870	1870
Adj Flow Rate, veh/h	192	235	469	193	204	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	4	4	2	2
Cap, veh/h	246	1071	659	558	293	261
Arrive On Green	0.15	0.62	0.36	0.36	0.16	0.16
Sat Flow, veh/h	1654	1737	1841	1560	1781	1585
Grp Volume(v), veh/h	192	235	469	193	204	68
Grp Sat Flow(s),veh/h/ln	1654	1737	1841	1560	1781	1585
Q Serve(g_s), s	4.1	2.2	8.0	3.3	3.9	1.4
Cycle Q Clear(g_c), s	4.1	2.2	8.0	3.3	3.9	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	246	1071	659	558	293	261
V/C Ratio(X)	0.78	0.22	0.71	0.35	0.70	0.26
Avail Cap(c_a), veh/h	544	1855	1160	983	634	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	3.1	10.1	8.6	14.4	13.3
Incr Delay (d2), s/veh	5.3	0.1	1.4	0.4	3.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.3	2.5	0.9	1.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.3	3.2	11.5	9.0	17.4	13.8
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		427	662		272	
Approach Delay, s/veh		10.9	10.8		16.5	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		26.5		10.0	9.4	17.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		39.0		13.0	12.0	23.0
Max Q Clear Time (g_c+I1), s		4.2		5.9	6.1	10.0
Green Ext Time (p_c), s		1.5		0.5	0.3	3.1

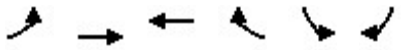
Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	272	537	413	213	210
Future Volume (veh/h)	192	272	537	413	213	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1737	1737	1841	1841	1870	1870
Adj Flow Rate, veh/h	192	272	537	215	213	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	4	4	2	2
Cap, veh/h	244	1101	713	604	297	264
Arrive On Green	0.15	0.63	0.39	0.39	0.17	0.17
Sat Flow, veh/h	1654	1737	1841	1560	1781	1585
Grp Volume(v), veh/h	192	272	537	215	213	68
Grp Sat Flow(s),veh/h/ln	1654	1737	1841	1560	1781	1585
Q Serve(g_s), s	4.5	2.7	10.1	3.9	4.5	1.5
Cycle Q Clear(g_c), s	4.5	2.7	10.1	3.9	4.5	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	244	1101	713	604	297	264
V/C Ratio(X)	0.79	0.25	0.75	0.36	0.72	0.26
Avail Cap(c_a), veh/h	453	1686	1100	932	576	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	3.2	10.7	8.8	15.8	14.6
Incr Delay (d2), s/veh	5.6	0.1	1.6	0.4	3.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.4	3.3	1.0	1.8	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.1	3.3	12.3	9.1	19.1	15.1
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		464	752		281	
Approach Delay, s/veh		11.1	11.4		18.1	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			29.5		10.7	9.9	19.6
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			39.0		13.0	11.0	24.0
Max Q Clear Time (g_c+I1), s			4.7		6.5	6.5	12.1
Green Ext Time (p_c), s			1.7		0.5	0.2	3.4

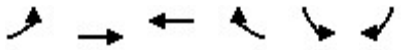
Intersection Summary		
HCM 6th Ctrl Delay		12.6
HCM 6th LOS		B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	281	556	420	220	210
Future Volume (veh/h)	192	281	556	420	220	210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1737	1737	1841	1841	1870	1870
Adj Flow Rate, veh/h	192	281	556	222	220	68
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	11	11	4	4	2	2
Cap, veh/h	242	1105	724	614	304	271
Arrive On Green	0.15	0.64	0.39	0.39	0.17	0.17
Sat Flow, veh/h	1654	1737	1841	1560	1781	1585
Grp Volume(v), veh/h	192	281	556	222	220	68
Grp Sat Flow(s),veh/h/ln	1654	1737	1841	1560	1781	1585
Q Serve(g_s), s	4.6	2.9	10.9	4.2	4.8	1.5
Cycle Q Clear(g_c), s	4.6	2.9	10.9	4.2	4.8	1.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	242	1105	724	614	304	271
V/C Ratio(X)	0.79	0.25	0.77	0.36	0.72	0.25
Avail Cap(c_a), veh/h	399	1592	1065	903	601	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	3.3	10.9	8.9	16.3	14.9
Incr Delay (d2), s/veh	5.8	0.1	2.0	0.4	3.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.5	3.7	1.1	1.9	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.9	3.4	12.9	9.3	19.5	15.4
LnGrp LOS	C	A	B	A	B	B
Approach Vol, veh/h		473	778		288	
Approach Delay, s/veh		11.3	11.9		18.5	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		30.4		11.1	10.1	20.3
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		38.0		14.0	10.0	24.0
Max Q Clear Time (g_c+I1), s		4.9		6.8	6.6	12.9
Green Ext Time (p_c), s		1.8		0.5	0.2	3.4

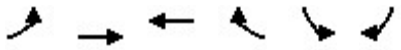
Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	264	441	238	134	154	201
Future Volume (veh/h)	264	441	238	134	154	201
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	264	441	238	35	154	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	362	1086	421	357	233	207
Arrive On Green	0.20	0.58	0.23	0.23	0.13	0.13
Sat Flow, veh/h	1795	1885	1856	1572	1795	1598
Grp Volume(v), veh/h	264	441	238	35	154	42
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1572	1795	1598
Q Serve(g_s), s	3.7	3.5	3.1	0.5	2.2	0.6
Cycle Q Clear(g_c), s	3.7	3.5	3.1	0.5	2.2	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	362	1086	421	357	233	207
V/C Ratio(X)	0.73	0.41	0.57	0.10	0.66	0.20
Avail Cap(c_a), veh/h	1189	2706	1161	984	859	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	3.2	9.3	8.3	11.3	10.6
Incr Delay (d2), s/veh	2.8	0.2	1.2	0.1	3.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.9	0.1	0.8	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.0	3.4	10.5	8.4	14.4	11.0
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h		705	273		196	
Approach Delay, s/veh		7.0	10.2		13.7	
Approach LOS		A	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		19.6		7.5	9.5	10.2
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		39.0		13.0	18.0	17.0
Max Q Clear Time (g_c+I1), s		5.5		4.2	5.7	5.1
Green Ext Time (p_c), s		3.0		0.3	0.6	1.1

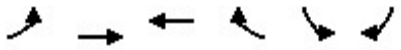
Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	264	463	252	144	165	201
Future Volume (veh/h)	264	463	252	144	165	201
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	264	463	252	45	165	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	360	1085	430	365	249	222
Arrive On Green	0.20	0.58	0.23	0.23	0.14	0.14
Sat Flow, veh/h	1795	1885	1856	1572	1795	1598
Grp Volume(v), veh/h	264	463	252	45	165	42
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1572	1795	1598
Q Serve(g_s), s	3.9	3.9	3.4	0.6	2.4	0.7
Cycle Q Clear(g_c), s	3.9	3.9	3.4	0.6	2.4	0.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	360	1085	430	365	249	222
V/C Ratio(X)	0.73	0.43	0.59	0.12	0.66	0.19
Avail Cap(c_a), veh/h	1091	2492	1061	899	962	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	3.3	9.6	8.5	11.4	10.7
Incr Delay (d2), s/veh	2.9	0.3	1.3	0.1	3.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	1.0	0.2	0.9	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	3.6	10.8	8.6	14.4	11.1
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h		727	297		207	
Approach Delay, s/veh		7.2	10.5		13.8	
Approach LOS		A	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		20.1		7.9	9.6	10.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		37.0		15.0	17.0	16.0
Max Q Clear Time (g_c+I1), s		5.9		4.4	5.9	5.4
Green Ext Time (p_c), s		3.2		0.4	0.6	1.1

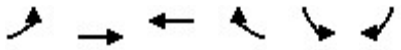
Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	322	579	329	181	229	253
Future Volume (veh/h)	322	579	329	181	229	253
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	322	579	329	82	229	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	416	1123	472	400	332	295
Arrive On Green	0.23	0.60	0.25	0.25	0.18	0.18
Sat Flow, veh/h	1795	1885	1856	1572	1795	1598
Grp Volume(v), veh/h	322	579	329	82	229	94
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1572	1795	1598
Q Serve(g_s), s	6.1	6.5	5.9	1.5	4.3	1.9
Cycle Q Clear(g_c), s	6.1	6.5	5.9	1.5	4.3	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	416	1123	472	400	332	295
V/C Ratio(X)	0.77	0.52	0.70	0.21	0.69	0.32
Avail Cap(c_a), veh/h	837	1913	814	690	739	657
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	4.3	12.3	10.7	13.9	12.9
Incr Delay (d2), s/veh	3.1	0.4	1.9	0.3	2.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.1	2.1	0.4	1.6	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	4.7	14.2	10.9	16.4	13.5
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		901	411		323	
Approach Delay, s/veh		8.8	13.6		15.6	
Approach LOS		A	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			25.7		10.7	12.5	13.3
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			37.0		15.0	17.0	16.0
Max Q Clear Time (g_c+I1), s			8.5		6.3	8.1	7.9
Green Ext Time (p_c), s			4.2		0.7	0.7	1.4

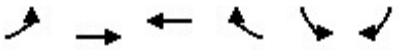
Intersection Summary		
HCM 6th Ctrl Delay		11.3
HCM 6th LOS		B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	322	601	343	191	240	253
Future Volume (veh/h)	322	601	343	191	240	253
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	322	601	343	92	240	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	412	1127	486	412	341	304
Arrive On Green	0.23	0.60	0.26	0.26	0.19	0.19
Sat Flow, veh/h	1795	1885	1856	1572	1795	1598
Grp Volume(v), veh/h	322	601	343	92	240	94
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1572	1795	1598
Q Serve(g_s), s	6.3	7.1	6.3	1.7	4.7	1.9
Cycle Q Clear(g_c), s	6.3	7.1	6.3	1.7	4.7	1.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	412	1127	486	412	341	304
V/C Ratio(X)	0.78	0.53	0.71	0.22	0.70	0.31
Avail Cap(c_a), veh/h	763	1852	837	710	715	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	4.5	12.6	10.9	14.3	13.1
Incr Delay (d2), s/veh	3.3	0.4	1.9	0.3	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.3	2.3	0.5	1.8	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.9	4.9	14.5	11.2	16.9	13.7
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		923	435		334	
Approach Delay, s/veh		9.1	13.8		16.0	
Approach LOS		A	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		26.5		11.2	12.6	13.9
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		37.0		15.0	16.0	17.0
Max Q Clear Time (g_c+I1), s		9.1		6.7	8.3	8.3
Green Ext Time (p_c), s		4.4		0.7	0.6	1.6

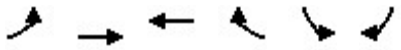
Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	322	685	407	209	263	253
Future Volume (veh/h)	322	685	407	209	263	253
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	322	685	407	110	263	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	403	1150	538	456	356	317
Arrive On Green	0.22	0.61	0.29	0.29	0.20	0.20
Sat Flow, veh/h	1795	1885	1856	1572	1795	1598
Grp Volume(v), veh/h	322	685	407	110	263	94
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1572	1795	1598
Q Serve(g_s), s	7.1	9.3	8.3	2.2	5.7	2.1
Cycle Q Clear(g_c), s	7.1	9.3	8.3	2.2	5.7	2.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	403	1150	538	456	356	317
V/C Ratio(X)	0.80	0.60	0.76	0.24	0.74	0.30
Avail Cap(c_a), veh/h	645	1671	800	678	645	574
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	5.0	13.5	11.3	15.7	14.3
Incr Delay (d2), s/veh	3.7	0.5	2.3	0.3	3.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	1.9	3.1	0.7	2.3	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	5.5	15.8	11.6	18.7	14.8
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		1007	517		357	
Approach Delay, s/veh		9.8	14.9		17.7	
Approach LOS		A	B		B	

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		29.5		12.3	13.4	16.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		37.0		15.0	15.0	18.0
Max Q Clear Time (g_c+I1), s		11.3		7.7	9.1	10.3
Green Ext Time (p_c), s		5.2		0.7	0.5	1.8

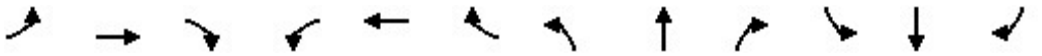
Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	322	707	421	219	274	253
Future Volume (veh/h)	322	707	421	219	274	253
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1856	1856	1885	1885
Adj Flow Rate, veh/h	322	707	421	120	274	94
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	3	3	1	1
Cap, veh/h	401	1151	547	463	365	325
Arrive On Green	0.22	0.61	0.29	0.29	0.20	0.20
Sat Flow, veh/h	1795	1885	1856	1572	1795	1598
Grp Volume(v), veh/h	322	707	421	120	274	94
Grp Sat Flow(s),veh/h/ln	1795	1885	1856	1572	1795	1598
Q Serve(g_s), s	7.3	10.0	8.9	2.5	6.2	2.1
Cycle Q Clear(g_c), s	7.3	10.0	8.9	2.5	6.2	2.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	401	1151	547	463	365	325
V/C Ratio(X)	0.80	0.61	0.77	0.26	0.75	0.29
Avail Cap(c_a), veh/h	626	1622	777	658	626	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	5.2	13.8	11.6	16.1	14.5
Incr Delay (d2), s/veh	4.2	0.5	3.0	0.3	3.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.2	3.5	0.8	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	5.7	16.9	11.9	19.2	15.0
LnGrp LOS	B	A	B	B	B	B
Approach Vol, veh/h		1029	541		368	
Approach Delay, s/veh		10.2	15.8		18.2	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	7	8
Phs Duration (G+Y+Rc), s			30.3		12.7	13.6	16.7
Change Period (Y+Rc), s			4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s			37.0		15.0	15.0	18.0
Max Q Clear Time (g_c+I1), s			12.0		8.2	9.3	10.9
Green Ext Time (p_c), s			5.4		0.7	0.5	1.8

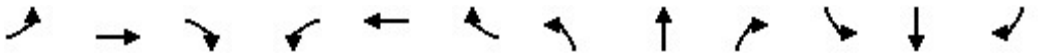
Intersection Summary		
HCM 6th Ctrl Delay		13.3
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	592	316	12	724	28	412	8	20	52	28	0
Future Volume (veh/h)	8	592	316	12	724	28	412	8	20	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	592	156	12	724	28	412	8	6	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	843	714	12	796	31	468	9	424	66	36	0
Arrive On Green	0.00	0.49	0.49	0.01	0.50	0.50	0.27	0.27	0.27	0.06	0.06	0.00
Sat Flow, veh/h	1626	1707	1447	1598	1604	62	1707	33	1547	1103	594	0
Grp Volume(v), veh/h	8	592	156	12	0	752	420	0	6	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1707	1447	1598	0	1667	1741	0	1547	1697	0	0
Q Serve(g_s), s	0.5	26.1	5.9	0.7	0.0	40.2	22.4	0.0	0.3	4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.5	26.1	5.9	0.7	0.0	40.2	22.4	0.0	0.3	4.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.98		1.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	843	714	12	0	827	477	0	424	102	0	0
V/C Ratio(X)	0.99	0.70	0.22	0.97	0.00	0.91	0.88	0.00	0.01	0.79	0.00	0.00
Avail Cap(c_a), veh/h	34	1161	984	33	0	1133	664	0	590	157	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.3	19.1	14.0	48.1	0.0	22.4	33.7	0.0	25.7	45.0	0.0	0.0
Incr Delay (d2), s/veh	145.4	1.2	0.2	109.4	0.0	8.5	10.0	0.0	0.0	13.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.0	1.9	0.7	0.0	16.6	10.6	0.0	0.1	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	193.7	20.2	14.1	157.5	0.0	31.0	43.7	0.0	25.7	58.2	0.0	0.0
LnGrp LOS	F	C	B	F	A	C	D	A	C	E	A	A
Approach Vol, veh/h		756			764			426			80	
Approach Delay, s/veh		20.8			32.9			43.4			58.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.6	4.8	51.9		9.8	4.5	52.2				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		37.0	2.0	66.0		9.0	2.0	66.0				
Max Q Clear Time (g_c+I1), s		24.4	2.7	28.1		6.5	2.5	42.2				
Green Ext Time (p_c), s		2.2	0.0	5.2		0.1	0.0	6.0				

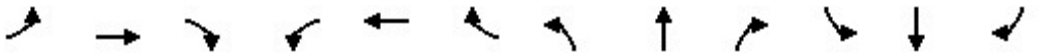
Intersection Summary												
HCM 6th Ctrl Delay			31.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	592	325	12	724	28	431	8	20	52	28	0
Future Volume (veh/h)	8	592	325	12	724	28	431	8	20	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	592	165	12	724	28	431	8	6	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	836	708	12	790	31	488	9	441	65	35	0
Arrive On Green	0.00	0.49	0.49	0.01	0.49	0.49	0.29	0.29	0.29	0.06	0.06	0.00
Sat Flow, veh/h	1626	1707	1447	1598	1604	62	1709	32	1547	1103	594	0
Grp Volume(v), veh/h	8	592	165	12	0	752	439	0	6	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1707	1447	1598	0	1667	1740	0	1547	1697	0	0
Q Serve(g_s), s	0.5	27.4	6.7	0.8	0.0	42.3	24.4	0.0	0.3	4.7	0.0	0.0
Cycle Q Clear(g_c), s	0.5	27.4	6.7	0.8	0.0	42.3	24.4	0.0	0.3	4.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.98		1.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	836	708	12	0	820	497	0	441	101	0	0
V/C Ratio(X)	0.99	0.71	0.23	0.96	0.00	0.92	0.88	0.00	0.01	0.79	0.00	0.00
Avail Cap(c_a), veh/h	32	1080	915	32	0	1054	705	0	627	117	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.4	20.2	14.9	50.2	0.0	23.8	34.6	0.0	26.0	47.0	0.0	0.0
Incr Delay (d2), s/veh	144.1	1.5	0.2	107.8	0.0	10.4	9.5	0.0	0.0	26.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	10.7	2.2	0.7	0.0	18.0	11.4	0.0	0.1	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	194.4	21.7	15.1	158.0	0.0	34.2	44.1	0.0	26.0	73.8	0.0	0.0
LnGrp LOS	F	C	B	F	A	C	D	A	C	E	A	A
Approach Vol, veh/h		765			764			445			80	
Approach Delay, s/veh		22.1			36.1			43.9			73.8	
Approach LOS		C			D			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.9	4.8	53.5		10.0	4.5	53.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		41.0	2.0	64.0		7.0	2.0	64.0				
Max Q Clear Time (g_c+I1), s		26.4	2.8	29.4		6.7	2.5	44.3				
Green Ext Time (p_c), s		2.5	0.0	5.2		0.0	0.0	5.6				

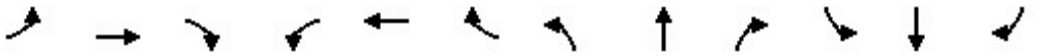
Intersection Summary												
HCM 6th Ctrl Delay			34.0									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	607	415	70	746	28	569	8	81	52	28	0
Future Volume (veh/h)	8	607	415	70	746	28	569	8	81	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	607	255	70	746	28	569	8	67	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	725	614	86	761	29	587	8	530	60	32	0
Arrive On Green	0.01	0.42	0.42	0.05	0.47	0.47	0.34	0.34	0.34	0.05	0.05	0.00
Sat Flow, veh/h	1626	1707	1447	1598	1607	60	1716	24	1547	1103	594	0
Grp Volume(v), veh/h	8	607	255	70	0	774	577	0	67	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1707	1447	1598	0	1667	1740	0	1547	1697	0	0
Q Serve(g_s), s	0.6	40.8	15.8	5.6	0.0	58.6	41.9	0.0	3.8	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	40.8	15.8	5.6	0.0	58.6	41.9	0.0	3.8	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.99		1.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	725	614	86	0	789	595	0	530	92	0	0
V/C Ratio(X)	0.97	0.84	0.42	0.81	0.00	0.98	0.97	0.00	0.13	0.87	0.00	0.00
Avail Cap(c_a), veh/h	25	731	620	100	0	792	596	0	530	92	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.9	33.0	25.8	60.1	0.0	33.2	41.6	0.0	29.0	60.2	0.0	0.0
Incr Delay (d2), s/veh	135.8	8.4	0.4	34.0	0.0	27.1	29.1	0.0	0.1	52.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	18.3	5.5	3.1	0.0	28.9	22.6	0.0	1.5	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.7	41.4	26.3	94.0	0.0	60.3	70.7	0.0	29.2	112.9	0.0	0.0
LnGrp LOS	F	D	C	F	A	E	E	A	C	F	A	A
Approach Vol, veh/h		870			844			644			80	
Approach Delay, s/veh		38.4			63.1			66.3			112.9	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	48.0	10.9	58.5	11.0	4.7	64.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	44.0	8.0	55.0	7.0	2.0	61.0
Max Q Clear Time (g_c+I1), s	43.9	7.6	42.8	8.0	2.6	60.6
Green Ext Time (p_c), s	0.0	0.0	4.1	0.0	0.0	0.2

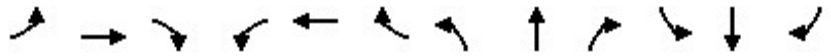
Intersection Summary	
HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	607	424	70	746	28	588	8	81	52	28	0
Future Volume (veh/h)	8	607	424	70	746	28	588	8	81	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	607	264	70	746	28	588	8	67	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	702	595	86	740	28	609	8	549	60	32	0
Arrive On Green	0.01	0.41	0.41	0.05	0.46	0.46	0.35	0.35	0.35	0.05	0.05	0.00
Sat Flow, veh/h	1626	1707	1447	1598	1607	60	1717	23	1547	1103	594	0
Grp Volume(v), veh/h	8	607	264	70	0	774	596	0	67	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1707	1447	1598	0	1667	1740	0	1547	1697	0	0
Q Serve(g_s), s	0.6	41.6	16.8	5.6	0.0	59.0	43.1	0.0	3.7	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	41.6	16.8	5.6	0.0	59.0	43.1	0.0	3.7	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.99		1.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	702	595	86	0	767	618	0	549	93	0	0
V/C Ratio(X)	0.97	0.86	0.44	0.81	0.00	1.01	0.96	0.00	0.12	0.86	0.00	0.00
Avail Cap(c_a), veh/h	25	706	598	100	0	767	625	0	555	93	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	63.7	34.4	27.1	59.9	0.0	34.6	40.5	0.0	27.9	60.1	0.0	0.0
Incr Delay (d2), s/veh	135.9	10.8	0.5	33.8	0.0	34.6	27.3	0.0	0.1	52.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	19.1	5.9	3.1	0.0	30.6	22.9	0.0	1.4	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.6	45.2	27.7	93.8	0.0	69.2	67.8	0.0	28.0	112.2	0.0	0.0
LnGrp LOS	F	D	C	F	A	F	E	A	C	F	A	A
Approach Vol, veh/h		879			844			663			80	
Approach Delay, s/veh		41.4			71.2			63.8			112.2	
Approach LOS		D			E			E			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		49.5	10.9	56.7		11.0	4.7	63.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		46.0	8.0	53.0		7.0	2.0	59.0				
Max Q Clear Time (g_c+I1), s		45.1	7.6	43.6		8.0	2.6	61.0				
Green Ext Time (p_c), s		0.4	0.0	3.5		0.0	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E



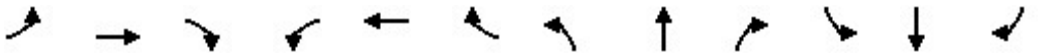
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	607	424	70	746	28	588	8	81	52	28	0
Future Volume (veh/h)	8	607	424	70	746	28	588	8	81	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	607	264	70	746	28	656	0	0	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	1004	448	85	1121	42	913	479	0	67	36	0
Arrive On Green	0.00	0.31	0.31	0.05	0.36	0.36	0.26	0.00	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1626	3244	1447	1598	3133	118	3478	1826	0	1103	594	0
Grp Volume(v), veh/h	8	607	264	70	379	395	656	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1622	1447	1598	1594	1657	1739	1826	0	1697	0	0
Q Serve(g_s), s	0.2	8.1	7.8	2.2	10.2	10.2	8.7	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	8.1	7.8	2.2	10.2	10.2	8.7	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	1004	448	85	570	593	913	479	0	103	0	0
V/C Ratio(X)	1.05	0.60	0.59	0.83	0.67	0.67	0.72	0.00	0.00	0.78	0.00	0.00
Avail Cap(c_a), veh/h	96	2423	1081	440	1535	1595	3281	1723	0	467	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.3	14.9	14.8	23.9	13.8	13.8	17.1	0.0	0.0	23.6	0.0	0.0
Incr Delay (d2), s/veh	165.2	0.6	1.2	17.8	1.3	1.3	1.1	0.0	0.0	11.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.7	2.4	1.2	3.3	3.4	3.2	0.0	0.0	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.5	15.5	16.1	41.7	15.1	15.1	18.1	0.0	0.0	35.3	0.0	0.0
LnGrp LOS	F	B	B	D	B	B	B	A	A	D	A	A
Approach Vol, veh/h		879			844			656			80	
Approach Delay, s/veh		17.3			17.3			18.1			35.3	
Approach LOS		B			B			B			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	17.4	6.7	19.7	7.1	4.2	22.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	48.0	14.0	38.0	14.0	3.0	49.0
Max Q Clear Time (g_c+I1), s	10.7	4.2	10.1	4.4	2.2	12.2
Green Ext Time (p_c), s	2.6	0.1	5.7	0.2	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

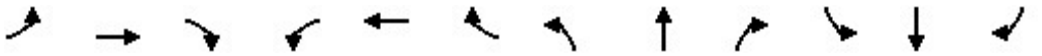
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	709	461	70	865	28	656	8	81	52	28	0
Future Volume (veh/h)	8	709	461	70	865	28	656	8	81	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	709	301	70	865	28	656	8	67	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	731	620	74	759	25	638	8	574	34	18	0
Arrive On Green	0.01	0.43	0.43	0.05	0.47	0.47	0.37	0.37	0.37	0.03	0.03	0.00
Sat Flow, veh/h	1626	1707	1447	1598	1616	52	1719	21	1547	1103	594	0
Grp Volume(v), veh/h	8	709	301	70	0	893	664	0	67	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1707	1447	1598	0	1668	1740	0	1547	1697	0	0
Q Serve(g_s), s	0.6	52.6	19.4	5.7	0.0	60.8	48.0	0.0	3.7	4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	52.6	19.4	5.7	0.0	60.8	48.0	0.0	3.7	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.99		1.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	731	620	74	0	783	645	0	574	52	0	0
V/C Ratio(X)	0.97	0.97	0.49	0.95	0.00	1.14	1.03	0.00	0.12	1.53	0.00	0.00
Avail Cap(c_a), veh/h	25	739	626	74	0	783	645	0	574	52	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.4	36.2	26.7	61.5	0.0	34.3	40.7	0.0	26.8	62.7	0.0	0.0
Incr Delay (d2), s/veh	135.5	25.6	0.6	85.6	0.0	78.1	43.1	0.0	0.1	312.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	26.6	6.8	4.1	0.0	40.9	28.0	0.0	1.4	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.9	61.8	27.3	147.1	0.0	112.4	83.8	0.0	26.9	374.8	0.0	0.0
LnGrp LOS	F	E	C	F	A	F	F	A	C	F	A	A
Approach Vol, veh/h		1018			963			731			80	
Approach Delay, s/veh		52.7			115.0			78.6			374.8	
Approach LOS		D			F			E			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		52.0	10.0	59.4		8.0	4.7	64.8				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		48.0	6.0	56.0		4.0	2.0	60.0				
Max Q Clear Time (g_c+I1), s		50.0	7.7	54.6		6.0	2.6	62.8				
Green Ext Time (p_c), s		0.0	0.0	0.9		0.0	0.0	0.0				

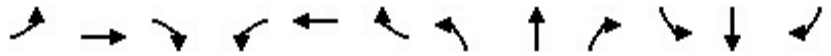
Intersection Summary												
HCM 6th Ctrl Delay			90.2									
HCM 6th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	709	470	70	865	28	675	8	81	52	28	0
Future Volume (veh/h)	8	709	470	70	865	28	675	8	81	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	709	310	70	865	28	675	8	67	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	722	612	74	750	24	648	8	583	34	18	0
Arrive On Green	0.01	0.42	0.42	0.05	0.46	0.46	0.38	0.38	0.38	0.03	0.03	0.00
Sat Flow, veh/h	1626	1707	1447	1598	1616	52	1720	20	1547	1103	594	0
Grp Volume(v), veh/h	8	709	310	70	0	893	683	0	67	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1707	1447	1598	0	1668	1740	0	1547	1697	0	0
Q Serve(g_s), s	0.6	53.3	20.5	5.7	0.0	60.3	49.0	0.0	3.7	4.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	53.3	20.5	5.7	0.0	60.3	49.0	0.0	3.7	4.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	0.99		1.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	722	612	74	0	774	656	0	583	52	0	0
V/C Ratio(X)	0.97	0.98	0.51	0.95	0.00	1.15	1.04	0.00	0.11	1.53	0.00	0.00
Avail Cap(c_a), veh/h	25	722	612	74	0	774	656	0	583	52	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.7	37.0	27.5	61.8	0.0	34.8	40.5	0.0	26.4	63.0	0.0	0.0
Incr Delay (d2), s/veh	135.3	28.8	0.7	87.2	0.0	83.4	46.4	0.0	0.1	315.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	27.5	7.2	4.1	0.0	41.7	29.1	0.0	1.4	6.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	200.0	65.8	28.2	149.0	0.0	118.3	86.9	0.0	26.5	378.1	0.0	0.0
LnGrp LOS	F	E	C	F	A	F	F	A	C	F	A	A
Approach Vol, veh/h		1027			963			750			80	
Approach Delay, s/veh		55.5			120.5			81.5			378.1	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		53.0	10.0	59.0		8.0	4.7	64.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		49.0	6.0	55.0		4.0	2.0	59.0				
Max Q Clear Time (g_c+I1), s		51.0	7.7	55.3		6.0	2.6	62.3				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	93.8
HCM 6th LOS	F



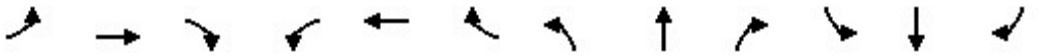
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	709	470	70	865	28	675	8	81	52	28	0
Future Volume (veh/h)	8	709	470	70	865	28	675	8	81	52	28	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1707	1707	1678	1678	1678	1826	1826	1826	1752	1752	1752
Adj Flow Rate, veh/h	8	709	310	70	865	28	743	0	0	52	28	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	13	13	13	15	15	15	5	5	5	10	10	10
Cap, veh/h	8	1086	484	86	1209	39	976	512	0	67	36	0
Arrive On Green	0.00	0.33	0.33	0.05	0.38	0.38	0.28	0.00	0.00	0.06	0.06	0.00
Sat Flow, veh/h	1626	3244	1447	1598	3151	102	3478	1826	0	1103	594	0
Grp Volume(v), veh/h	8	709	310	70	437	456	743	0	0	80	0	0
Grp Sat Flow(s),veh/h/ln	1626	1622	1447	1598	1594	1659	1739	1826	0	1697	0	0
Q Serve(g_s), s	0.3	11.0	10.7	2.6	13.8	13.8	11.6	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	11.0	10.7	2.6	13.8	13.8	11.6	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.00	0.65		0.00
Lane Grp Cap(c), veh/h	8	1086	484	86	611	637	976	512	0	103	0	0
V/C Ratio(X)	1.04	0.65	0.64	0.82	0.72	0.72	0.76	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	82	2191	977	351	1346	1401	2819	1480	0	372	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.5	16.8	16.7	27.7	15.5	15.5	19.5	0.0	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	161.4	0.7	1.4	16.8	1.6	1.5	1.3	0.0	0.0	11.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.8	3.4	1.3	4.7	4.8	4.4	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	190.9	17.4	18.1	44.5	17.1	17.0	20.7	0.0	0.0	39.0	0.0	0.0
LnGrp LOS	F	B	B	D	B	B	C	A	A	D	A	A
Approach Vol, veh/h		1027			963			743			80	
Approach Delay, s/veh		19.0			19.1			20.7			39.0	
Approach LOS		B			B			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	20.6	7.2	23.8	7.6	4.3	26.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	48.0	13.0	40.0	13.0	3.0	50.0
Max Q Clear Time (g_c+I1), s	13.6	4.6	13.0	4.8	2.3	15.8
Green Ext Time (p_c), s	3.0	0.1	6.8	0.2	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

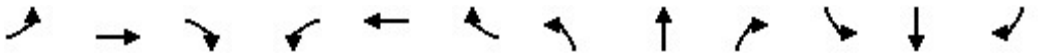
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	452	8	660	32	396	16	52	104	112	4
Future Volume (veh/h)	0	592	452	8	660	32	396	16	52	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	592	218	8	660	32	396	16	14	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	2	735	623	8	731	35	455	18	421	123	133	5
Arrive On Green	0.00	0.41	0.41	0.00	0.46	0.46	0.27	0.27	0.27	0.14	0.14	0.14
Sat Flow, veh/h	1697	1781	1510	1598	1587	77	1702	69	1572	861	927	33
Grp Volume(v), veh/h	0	592	218	8	0	692	412	0	14	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1598	0	1664	1770	0	1572	1821	0	0
Q Serve(g_s), s	0.0	27.2	9.2	0.5	0.0	35.8	20.7	0.0	0.6	11.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	27.2	9.2	0.5	0.0	35.8	20.7	0.0	0.6	11.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.96		1.00	0.47		0.02
Lane Grp Cap(c), veh/h	2	735	623	8	0	766	473	0	421	261	0	0
V/C Ratio(X)	0.00	0.81	0.35	1.01	0.00	0.90	0.87	0.00	0.03	0.84	0.00	0.00
Avail Cap(c_a), veh/h	36	1129	957	34	0	1055	685	0	608	333	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.1	18.8	46.3	0.0	23.2	32.5	0.0	25.2	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.3	153.1	0.0	8.5	8.4	0.0	0.0	14.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.4	3.2	0.5	0.0	14.9	9.7	0.0	0.2	5.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.6	19.1	199.4	0.0	31.7	40.9	0.0	25.2	53.3	0.0	0.0
LnGrp LOS	A	C	B	F	A	C	D	A	C	D	A	A
Approach Vol, veh/h		810			700			426			220	
Approach Delay, s/veh		24.6			33.6			40.4			53.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	28.9	4.5	42.4	17.3	0.0	46.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	36.0	2.0	59.0	17.0	2.0	59.0
Max Q Clear Time (g_c+I1), s	22.7	2.5	29.2	13.0	0.0	37.8
Green Ext Time (p_c), s	2.2	0.0	5.3	0.4	0.0	5.1

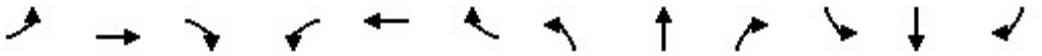
Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	474	8	660	32	410	16	52	104	112	4
Future Volume (veh/h)	0	592	474	8	660	32	410	16	52	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	592	240	8	660	32	410	16	14	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	2	733	621	8	727	35	468	18	432	123	132	5
Arrive On Green	0.00	0.41	0.41	0.00	0.46	0.46	0.27	0.27	0.27	0.14	0.14	0.14
Sat Flow, veh/h	1697	1781	1510	1598	1587	77	1704	66	1572	861	927	33
Grp Volume(v), veh/h	0	592	240	8	0	692	426	0	14	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1598	0	1664	1770	0	1572	1821	0	0
Q Serve(g_s), s	0.0	28.1	10.7	0.5	0.0	37.0	22.0	0.0	0.6	11.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	28.1	10.7	0.5	0.0	37.0	22.0	0.0	0.6	11.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.05	0.96		1.00	0.47		0.02
Lane Grp Cap(c), veh/h	2	733	621	8	0	762	486	0	432	259	0	0
V/C Ratio(X)	0.00	0.81	0.39	1.01	0.00	0.91	0.88	0.00	0.03	0.85	0.00	0.00
Avail Cap(c_a), veh/h	35	1079	914	33	0	1007	684	0	607	323	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.9	19.7	47.7	0.0	24.1	33.2	0.0	25.4	40.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.9	0.4	151.9	0.0	9.7	9.2	0.0	0.0	15.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.9	3.7	0.5	0.0	15.7	10.5	0.0	0.2	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	27.8	20.1	199.5	0.0	33.8	42.4	0.0	25.5	55.9	0.0	0.0
LnGrp LOS	A	C	C	F	A	C	D	A	C	E	A	A
Approach Vol, veh/h		832			700			440			220	
Approach Delay, s/veh		25.6			35.6			41.9			55.9	
Approach LOS		C			D			D			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.3	4.5	43.4		17.6	0.0	47.9				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		37.0	2.0	58.0		17.0	2.0	58.0				
Max Q Clear Time (g_c+I1), s		24.0	2.5	30.1		13.3	0.0	39.0				
Green Ext Time (p_c), s		2.3	0.0	5.3		0.4	0.0	4.9				

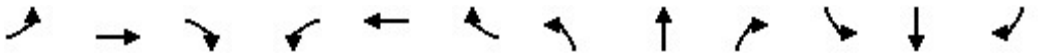
Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	616	649	94	681	32	565	16	145	104	112	4
Future Volume (veh/h)	0	616	649	94	681	32	565	16	145	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	616	415	94	681	32	565	16	107	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	1	648	549	99	726	34	574	16	525	100	108	4
Arrive On Green	0.00	0.36	0.36	0.06	0.46	0.46	0.33	0.33	0.33	0.12	0.12	0.12
Sat Flow, veh/h	1697	1781	1510	1598	1590	75	1721	49	1572	861	927	33
Grp Volume(v), veh/h	0	616	415	94	0	713	581	0	107	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1598	0	1664	1770	0	1572	1821	0	0
Q Serve(g_s), s	0.0	43.3	31.1	7.6	0.0	52.5	42.0	0.0	6.3	15.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	43.3	31.1	7.6	0.0	52.5	42.0	0.0	6.3	15.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.97		1.00	0.47		0.02
Lane Grp Cap(c), veh/h	1	648	549	99	0	760	591	0	525	212	0	0
V/C Ratio(X)	0.00	0.95	0.76	0.95	0.00	0.94	0.98	0.00	0.20	1.04	0.00	0.00
Avail Cap(c_a), veh/h	26	664	563	99	0	760	591	0	525	212	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.9	36.0	60.2	0.0	33.3	42.6	0.0	30.7	56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	23.3	5.7	73.2	0.0	19.2	32.8	0.0	0.2	71.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.9	12.2	5.1	0.0	24.7	23.5	0.0	2.4	11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	63.2	41.7	133.4	0.0	52.5	75.3	0.0	30.9	128.8	0.0	0.0
LnGrp LOS	A	E	D	F	A	D	E	A	C	F	A	A
Approach Vol, veh/h		1031			807			688			220	
Approach Delay, s/veh		54.6			61.9			68.4			128.8	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	47.0	12.0	50.8	19.0	0.0	62.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	43.0	8.0	48.0	15.0	2.0	54.0
Max Q Clear Time (g_c+I1), s	44.0	9.6	45.3	17.0	0.0	54.5
Green Ext Time (p_c), s	0.0	0.0	1.5	0.0	0.0	0.0

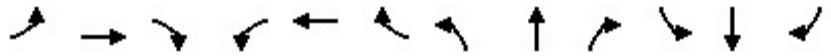
Intersection Summary	
HCM 6th Ctrl Delay	66.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	616	671	94	681	32	579	16	145	104	112	4
Future Volume (veh/h)	0	616	671	94	681	32	579	16	145	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	616	437	94	681	32	579	16	107	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	1	648	549	99	726	34	575	16	525	100	108	4
Arrive On Green	0.00	0.36	0.36	0.06	0.46	0.46	0.33	0.33	0.33	0.12	0.12	0.12
Sat Flow, veh/h	1697	1781	1510	1598	1590	75	1722	48	1572	861	927	33
Grp Volume(v), veh/h	0	616	437	94	0	713	595	0	107	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1598	0	1664	1769	0	1572	1821	0	0
Q Serve(g_s), s	0.0	43.3	33.4	7.6	0.0	52.5	43.0	0.0	6.3	15.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	43.3	33.4	7.6	0.0	52.5	43.0	0.0	6.3	15.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.97		1.00	0.47		0.02
Lane Grp Cap(c), veh/h	1	648	549	99	0	760	591	0	525	212	0	0
V/C Ratio(X)	0.00	0.95	0.80	0.95	0.00	0.94	1.01	0.00	0.20	1.04	0.00	0.00
Avail Cap(c_a), veh/h	26	664	562	99	0	760	591	0	525	212	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.9	36.7	60.2	0.0	33.3	42.9	0.0	30.7	56.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	23.3	7.7	73.3	0.0	19.2	38.9	0.0	0.2	72.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.9	13.4	5.1	0.0	24.7	25.0	0.0	2.4	11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	63.2	44.4	133.5	0.0	52.4	81.8	0.0	30.9	128.9	0.0	0.0
LnGrp LOS	A	E	D	F	A	D	F	A	C	F	A	A
Approach Vol, veh/h		1053			807			702			220	
Approach Delay, s/veh		55.4			61.9			74.1			128.9	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	47.0	12.0	50.8	19.0	0.0	62.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	43.0	8.0	48.0	15.0	2.0	54.0
Max Q Clear Time (g_c+I1), s	45.0	9.6	45.3	17.0	0.0	54.5
Green Ext Time (p_c), s	0.0	0.0	1.5	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E



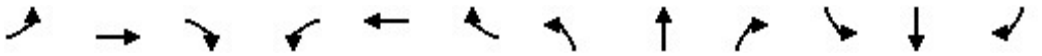
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	616	671	94	681	32	579	16	145	104	112	4
Future Volume (veh/h)	0	616	671	94	681	32	579	16	145	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	616	437	94	681	32	690	0	0	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	2	1180	526	118	1455	68	847	445	0	128	138	5
Arrive On Green	0.00	0.35	0.35	0.07	0.47	0.47	0.24	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	1697	3385	1510	1598	3100	146	3534	1856	0	861	927	33
Grp Volume(v), veh/h	0	616	437	94	350	363	690	0	0	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1692	1510	1598	1594	1651	1767	1856	0	1821	0	0
Q Serve(g_s), s	0.0	12.3	22.4	4.9	12.6	12.6	15.6	0.0	0.0	9.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	12.3	22.4	4.9	12.6	12.6	15.6	0.0	0.0	9.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.00	0.47		0.02
Lane Grp Cap(c), veh/h	2	1180	526	118	748	775	847	445	0	271	0	0
V/C Ratio(X)	0.00	0.52	0.83	0.80	0.47	0.47	0.81	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	40	1521	679	246	924	957	1756	922	0	452	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.9	25.2	38.5	15.2	15.3	30.4	0.0	0.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	6.8	11.7	0.5	0.4	2.0	0.0	0.0	5.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.7	8.6	2.3	4.4	4.6	6.6	0.0	0.0	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.3	32.0	50.2	15.7	15.7	32.3	0.0	0.0	40.6	0.0	0.0
LnGrp LOS	A	C	C	D	B	B	C	A	A	D	A	A
Approach Vol, veh/h		1053			807			690			220	
Approach Delay, s/veh		26.3			19.7			32.3			40.6	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	24.3	10.2	33.5	16.6	0.0	43.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	42.0	13.0	38.0	21.0	2.0	49.0
Max Q Clear Time (g_c+I1), s	17.6	6.9	24.4	11.9	0.0	14.6
Green Ext Time (p_c), s	2.7	0.1	5.0	0.8	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

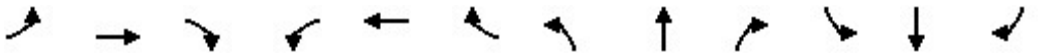
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	763	755	94	826	32	643	16	145	104	112	4
Future Volume (veh/h)	0	763	755	94	826	32	643	16	145	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	763	521	94	826	32	643	16	107	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	1	699	592	86	765	30	584	15	532	79	86	3
Arrive On Green	0.00	0.39	0.39	0.05	0.48	0.48	0.34	0.34	0.34	0.09	0.09	0.09
Sat Flow, veh/h	1697	1781	1510	1598	1604	62	1726	43	1572	861	927	33
Grp Volume(v), veh/h	0	763	521	94	0	858	659	0	107	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1598	0	1667	1769	0	1572	1821	0	0
Q Serve(g_s), s	0.0	51.0	41.6	7.0	0.0	62.0	44.0	0.0	6.3	12.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.0	41.6	7.0	0.0	62.0	44.0	0.0	6.3	12.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.98		1.00	0.47		0.02
Lane Grp Cap(c), veh/h	1	699	592	86	0	795	599	0	532	168	0	0
V/C Ratio(X)	0.00	1.09	0.88	1.09	0.00	1.08	1.10	0.00	0.20	1.31	0.00	0.00
Avail Cap(c_a), veh/h	26	699	592	86	0	795	599	0	532	168	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.5	36.7	61.5	0.0	34.0	43.0	0.0	30.5	59.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	61.8	14.3	124.4	0.0	55.6	67.3	0.0	0.2	174.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	33.9	17.5	5.8	0.0	36.6	30.2	0.0	2.4	13.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	101.3	50.9	185.9	0.0	89.6	110.3	0.0	30.7	233.9	0.0	0.0
LnGrp LOS	A	F	D	F	A	F	F	A	C	F	A	A
Approach Vol, veh/h		1284			952			766			220	
Approach Delay, s/veh		80.8			99.1			99.2			233.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	48.0	11.0	55.0	16.0	0.0	66.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	44.0	7.0	51.0	12.0	2.0	56.0
Max Q Clear Time (g_c+I1), s	46.0	9.0	53.0	14.0	0.0	64.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	101.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	763	777	94	826	32	657	16	145	104	112	4
Future Volume (veh/h)	0	763	777	94	826	32	657	16	145	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	763	543	94	826	32	657	16	107	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	1	699	592	86	765	30	585	14	532	79	86	3
Arrive On Green	0.00	0.39	0.39	0.05	0.48	0.48	0.34	0.34	0.34	0.09	0.09	0.09
Sat Flow, veh/h	1697	1781	1510	1598	1604	62	1727	42	1572	861	927	33
Grp Volume(v), veh/h	0	763	543	94	0	858	673	0	107	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1781	1510	1598	0	1667	1769	0	1572	1821	0	0
Q Serve(g_s), s	0.0	51.0	44.4	7.0	0.0	62.0	44.0	0.0	6.3	12.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.0	44.4	7.0	0.0	62.0	44.0	0.0	6.3	12.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	0.98		1.00	0.47		0.02
Lane Grp Cap(c), veh/h	1	699	592	86	0	795	599	0	532	168	0	0
V/C Ratio(X)	0.00	1.09	0.92	1.09	0.00	1.08	1.12	0.00	0.20	1.31	0.00	0.00
Avail Cap(c_a), veh/h	26	699	592	86	0	795	599	0	532	168	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	39.5	37.5	61.5	0.0	34.0	43.0	0.0	30.5	59.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	61.8	19.2	124.4	0.0	55.6	75.8	0.0	0.2	174.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	33.9	19.3	5.8	0.0	36.6	31.6	0.0	2.4	13.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	101.3	56.7	185.9	0.0	89.6	118.8	0.0	30.7	233.9	0.0	0.0
LnGrp LOS	A	F	E	F	A	F	F	A	C	F	A	A
Approach Vol, veh/h		1306			952			780			220	
Approach Delay, s/veh		82.8			99.1			106.7			233.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		48.0	11.0	55.0		16.0	0.0	66.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		44.0	7.0	51.0		12.0	2.0	56.0				
Max Q Clear Time (g_c+I1), s		46.0	9.0	53.0		14.0	0.0	64.0				
Green Ext Time (p_c), s		0.0	0.0	0.0		0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			103.5									
HCM 6th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	763	777	94	826	32	657	16	145	104	112	4
Future Volume (veh/h)	0	763	777	94	826	32	657	16	145	104	112	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1678	1678	1678	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	763	543	94	826	32	768	0	0	104	112	4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	8	8	15	15	15	3	3	3	2	2	2
Cap, veh/h	2	1271	567	116	1523	59	901	473	0	123	132	5
Arrive On Green	0.00	0.38	0.38	0.07	0.49	0.49	0.25	0.00	0.00	0.14	0.14	0.14
Sat Flow, veh/h	1697	3385	1510	1598	3129	121	3534	1856	0	861	927	33
Grp Volume(v), veh/h	0	763	543	94	421	437	768	0	0	220	0	0
Grp Sat Flow(s),veh/h/ln	1697	1692	1510	1598	1594	1656	1767	1856	0	1821	0	0
Q Serve(g_s), s	0.0	18.8	36.2	6.0	19.0	19.0	21.4	0.0	0.0	12.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.8	36.2	6.0	19.0	19.0	21.4	0.0	0.0	12.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.00	0.47		0.02
Lane Grp Cap(c), veh/h	2	1271	567	116	776	806	901	473	0	259	0	0
V/C Ratio(X)	0.00	0.60	0.96	0.81	0.54	0.54	0.85	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	33	1278	570	170	776	806	1505	790	0	353	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	26.0	31.5	47.2	18.5	18.5	36.6	0.0	0.0	43.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	27.4	16.6	0.8	0.7	2.6	0.0	0.0	13.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.5	17.1	2.9	6.9	7.2	9.4	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	26.8	58.9	63.8	19.3	19.2	39.2	0.0	0.0	56.6	0.0	0.0
LnGrp LOS	A	C	E	E	B	B	D	A	A	E	A	A
Approach Vol, veh/h		1306			952			768			220	
Approach Delay, s/veh		40.1			23.7			39.2			56.6	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	30.3	11.5	42.8	18.7	0.0	54.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	44.0	11.0	39.0	20.0	2.0	48.0
Max Q Clear Time (g_c+I1), s	23.4	8.0	38.2	14.2	0.0	21.0
Green Ext Time (p_c), s	3.0	0.1	0.5	0.6	0.0	6.2

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

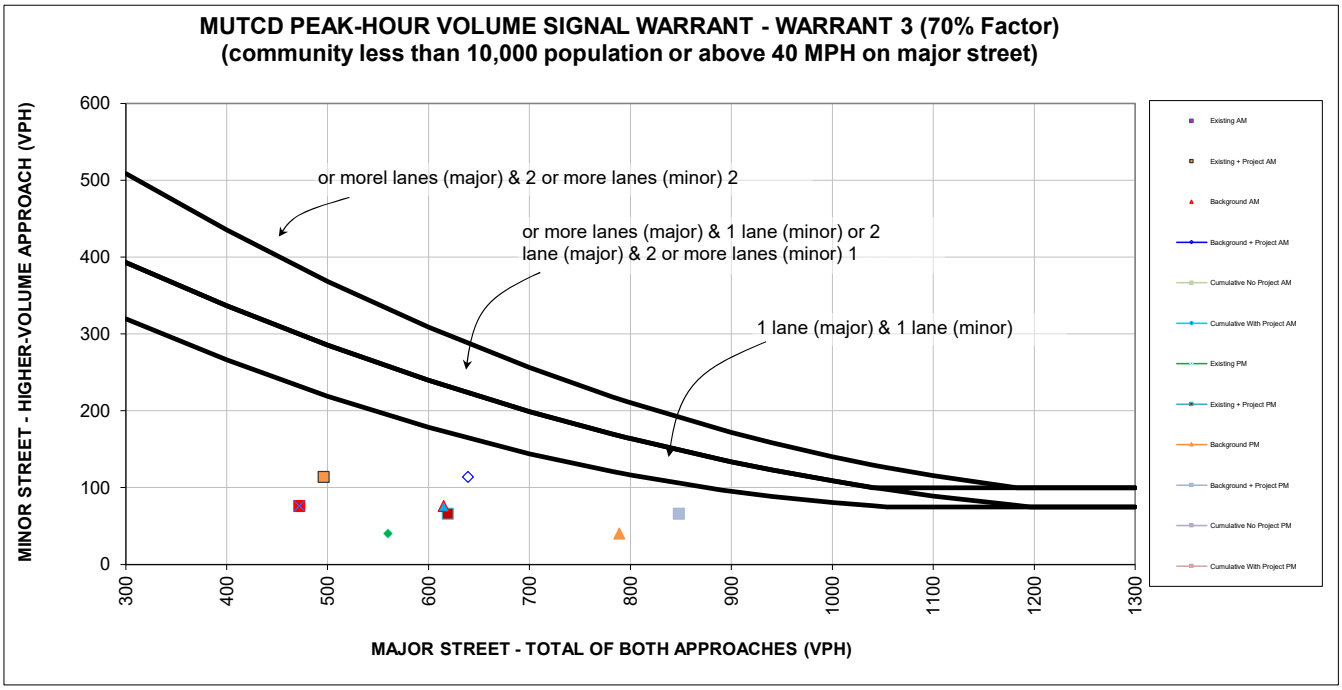
Notes

User approved volume balancing among the lanes for turning movement.

Appendix D
Signal Warrant Checks

Ridgemark Subdivision

1 . South Ridgemark Drive/Best Road & Airline Highway



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

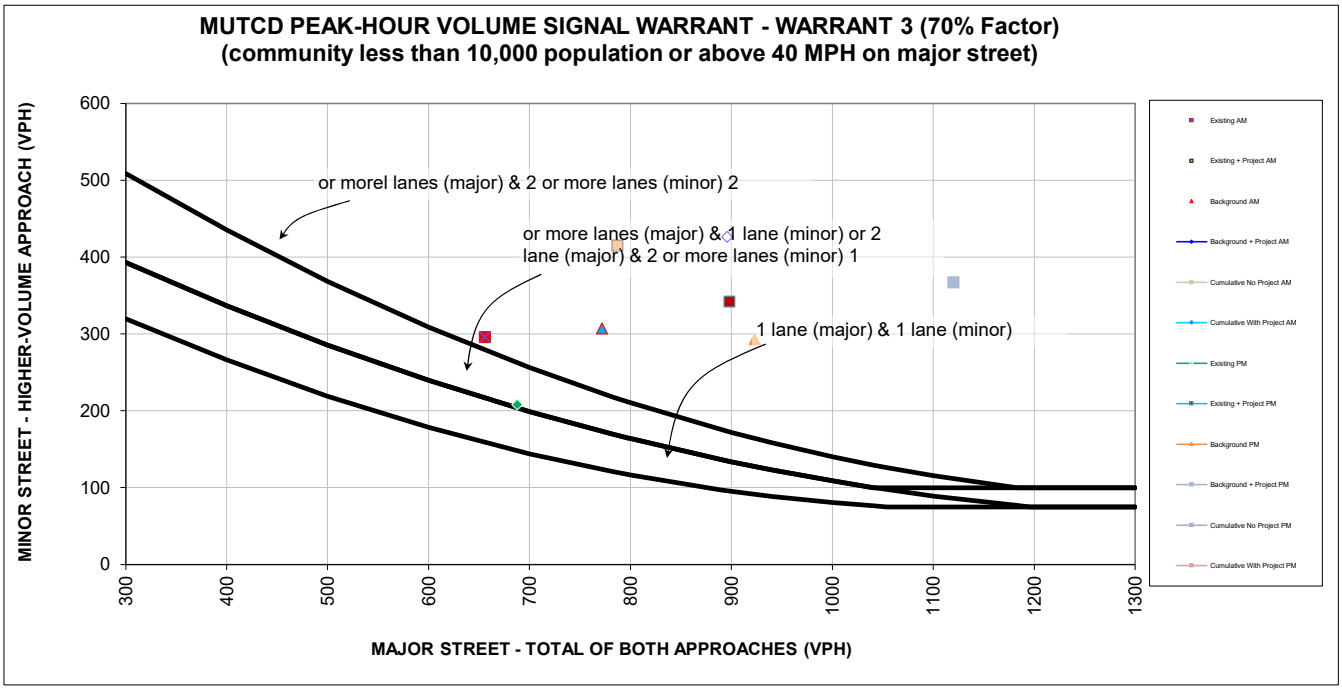
		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Airline Highway	X		472	496	615	639	1607	1631
Minor Street - Highest Approach	South Ridgemark Drive/Best Road	X		76	114	76	114	183	221
Maximum warrant threshold for minor street volume				231	221	173	164	75	75
Difference between warrant threshold & minor street volume				155	107	97	50	108	146
		Warrant Met?		No	No	No	No	Yes	Yes

PM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Airline Highway	X		560	619	789	848	2062	2121
Minor Street - Highest Approach	South Ridgemark Drive/Best Road	X		40	66	40	66	61	87
Maximum warrant threshold for minor street volume				194	171	119	105	75	75
Difference between warrant threshold & minor street volume				154	105	79	39	14	12
		Warrant Met?		No	No	No	No	No	Yes

Ridgemark Subdivision

2 . Fairview Road/Ridgemark Drive & Airline Highway



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

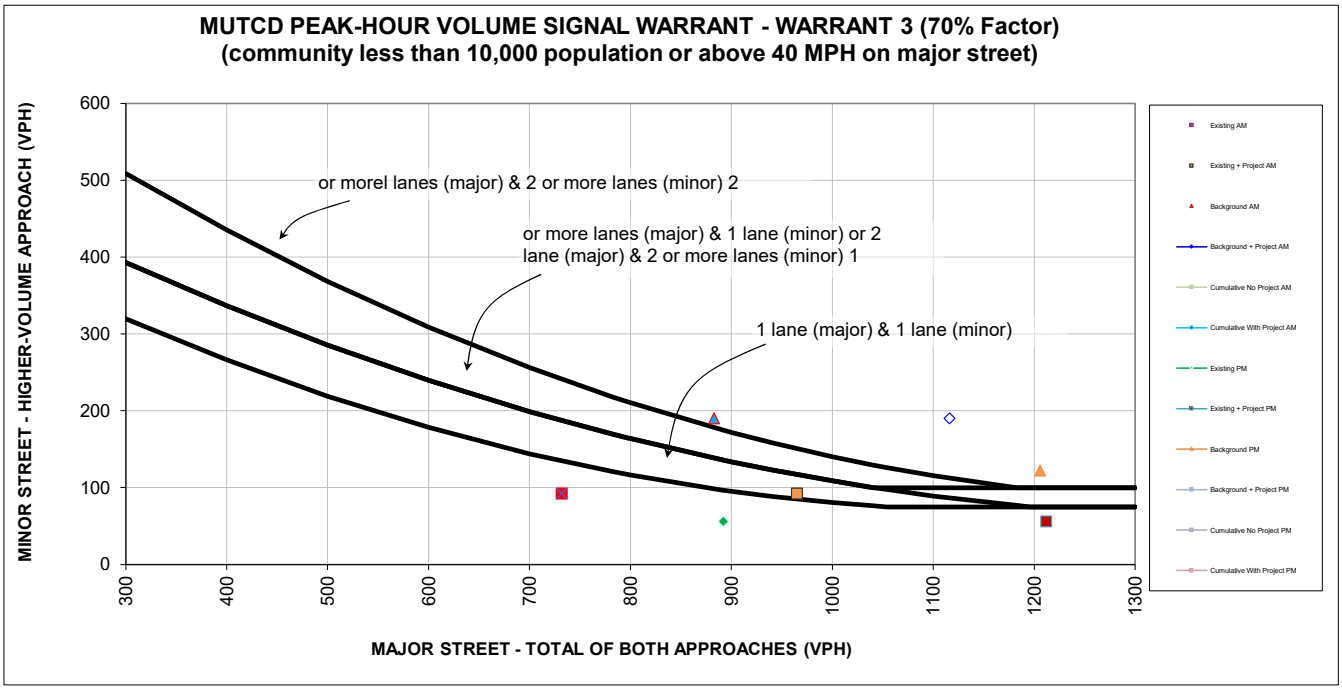
		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Airline Highway	X		656	787	772	896	1711	1835
Minor Street - Highest Approach	Fairview Road/Ridgemark Drive	X		296	415	307	426	427	546
Maximum warrant threshold for minor street volume				158	119	123	96	75	75
Difference between warrant threshold & minor street volume				138	296	184	330	352	471
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

PM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Airline Highway	X		688	898	923	1120	2268	2465
Minor Street - Highest Approach	Fairview Road/Ridgemark Drive	X		208	342	293	367	392	466
Maximum warrant threshold for minor street volume				148	95	91	75	75	75
Difference between warrant threshold & minor street volume				60	247	202	292	317	391
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

Ridgemark Subdivision

3 . Enterprise Road & Airline Highway



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

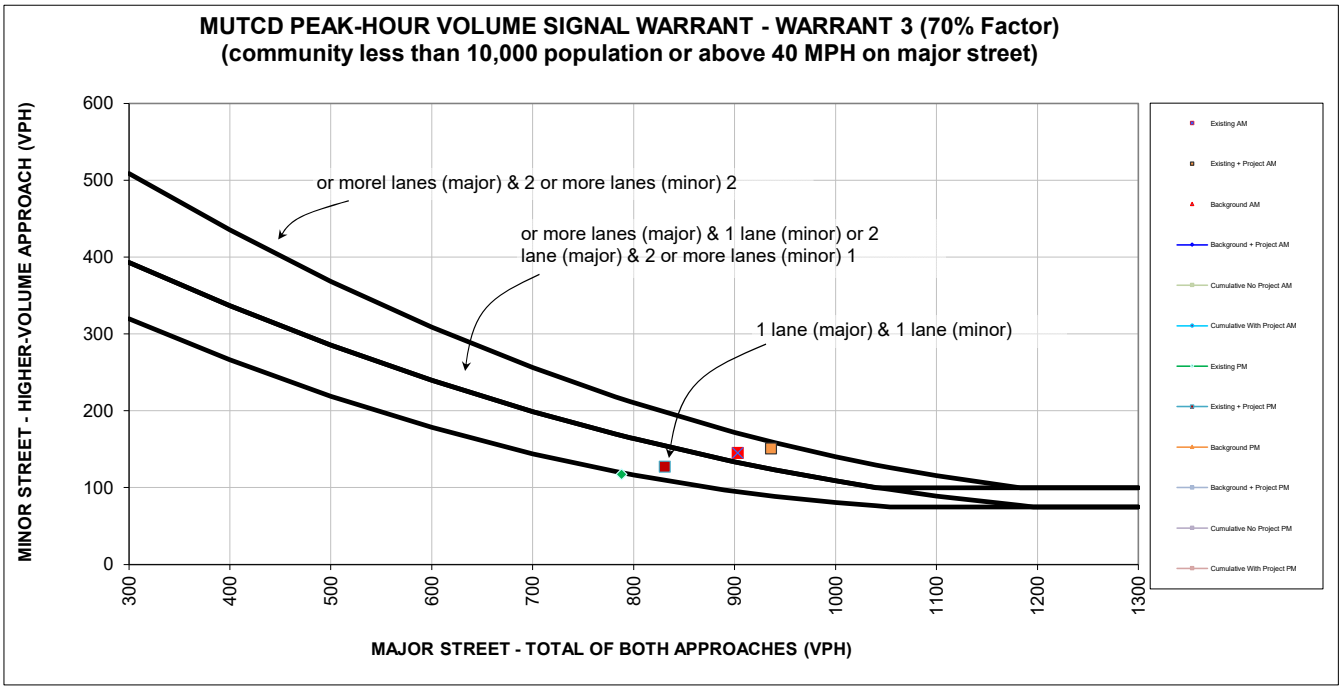
		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Airline Highway	X		732	965	883	1116	1863	2096
Minor Street - Highest Approach	Enterprise Road	X		92	92	190	190	190	190
Maximum warrant threshold for minor street volume				134	85	98	75	75	75
Difference between warrant threshold & minor street volume				42	7	92	115	115	115
		Warrant Met?		No	Yes	Yes	Yes	Yes	Yes

PM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Airline Highway	X		892	1212	1206	1526	2550	2870
Minor Street - Highest Approach	Enterprise Road	X		56	56	122	122	122	122
Maximum warrant threshold for minor street volume				96	75	75	75	75	75
Difference between warrant threshold & minor street volume				40	19	47	47	47	47
		Warrant Met?		No	No	Yes	Yes	Yes	Yes

Ridgemark Subdivision

14 . Fairview Road & Hillcrest Road



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Background AM	Background + Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Fairview Road	X		903	936	1329	1362	1471	1504
Minor Street - Highest Approach	Hillcrest Road	X		145	151	337	337	337	337
Maximum warrant threshold for minor street volume				94	89	75	75	75	75
Difference between warrant threshold & minor street volume				51	62	262	262	262	262
		Warrant Met?		Yes	Yes	Yes	Yes	Yes	Yes

PM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Background PM	Background + Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Fairview Road	X		788	831	1391	1434	1576	1619
Minor Street - Highest Approach	Hillcrest Road	X		117	127	399	409	416	426
Maximum warrant threshold for minor street volume				119	109	75	75	75	75
Difference between warrant threshold & minor street volume				2	18	324	334	341	351
		Warrant Met?		No	Yes	Yes	Yes	Yes	Yes

Appendix E
Highway Level of Service Calculations

HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing AM
Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	684	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	14256	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	63.7
Segment Travel Time, minutes	2.75	Follower Density (FD), followers/mi/ln	7.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	462	0.40	7.4	C

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing AM
Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	364	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.6

Vehicle Results

Average Speed, mi/h	59.6	Percent Followers, %	47.9
Segment Travel Time, minutes	2.72	Follower Density (FD), followers/mi/ln	2.9
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	246	0.15	2.9	B

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing AM
Project Description	Ridgemark - SR 25 - SR 156 & US 101 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1452	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.85

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	4.01127	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34567	PF Power Coefficient (p)	0.68717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	82.4
Segment Travel Time, minutes	8.94	Follower Density (FD), followers/mi/ln	20.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3122	3.95	20.7	E

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing AM
Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	820	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	4.00224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34661	PF Power Coefficient (p)	0.68749
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	69.1
Segment Travel Time, minutes	8.80	Follower Density (FD), followers/mi/ln	9.7
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1763	1.69	9.7	D

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing AM
Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	916	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.54

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	71.9
Segment Travel Time, minutes	4.42	Follower Density (FD), followers/mi/ln	11.3
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	985	1.00	11.3	D

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing AM
Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1136	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.67

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	77.0
Segment Travel Time, minutes	4.46	Follower Density (FD), followers/mi/ln	15.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1221	1.38	15.1	E

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing PM
Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	484	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.5

Vehicle Results

Average Speed, mi/h	59.5	Percent Followers, %	54.9
Segment Travel Time, minutes	2.72	Follower Density (FD), followers/mi/ln	4.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	327	0.24	4.5	C

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	988	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.58

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results

Average Speed, mi/h	58.1	Percent Followers, %	73.2
Segment Travel Time, minutes	2.79	Follower Density (FD), followers/mi/ln	12.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	667	0.70	12.4	E

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	608	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	4.01127	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34567	PF Power Coefficient (p)	0.68717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results

Average Speed, mi/h	59.3	Percent Followers, %	61.6
Segment Travel Time, minutes	8.71	Follower Density (FD), followers/mi/ln	6.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1307	1.07	6.3	C

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1340	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.79

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	4.00224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34661	PF Power Coefficient (p)	0.68749
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	80.7
Segment Travel Time, minutes	8.94	Follower Density (FD), followers/mi/ln	18.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2881	3.52	18.7	E

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1044	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results

Average Speed, mi/h	58.1	Percent Followers, %	75.0
Segment Travel Time, minutes	4.44	Follower Density (FD), followers/mi/ln	13.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1122	1.22	13.5	E

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1060	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.0

Vehicle Results

Average Speed, mi/h	58.0	Percent Followers, %	75.4
Segment Travel Time, minutes	4.45	Follower Density (FD), followers/mi/ln	13.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1140	1.24	13.8	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	728	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.43

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	14256	-	-	58.8

Vehicle Results

Average Speed, mi/h	58.8	Percent Followers, %	65.4
Segment Travel Time, minutes	2.75	Follower Density (FD), followers/mi/ln	8.1
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	491	0.44	8.1	D

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	383	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.5

Vehicle Results

Average Speed, mi/h	59.5	Percent Followers, %	49.1
Segment Travel Time, minutes	2.72	Follower Density (FD), followers/mi/ln	3.2
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	259	0.17	3.2	B

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1495	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.88

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	4.01127	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34567	PF Power Coefficient (p)	0.68717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	83.0
Segment Travel Time, minutes	8.95	Follower Density (FD), followers/mi/ln	21.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3214	4.12	21.5	E

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	839	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	4.00224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34661	PF Power Coefficient (p)	0.68749
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	69.7
Segment Travel Time, minutes	8.81	Follower Density (FD), followers/mi/ln	10.0
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1804	1.75	10.0	D

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	925	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.54

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	72.1
Segment Travel Time, minutes	4.42	Follower Density (FD), followers/mi/ln	11.4
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	994	1.01	11.4	D

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1155	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.68

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	77.4
Segment Travel Time, minutes	4.46	Follower Density (FD), followers/mi/ln	15.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1242	1.41	15.5	E

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	517	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.30

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.4

Vehicle Results

Average Speed, mi/h	59.4	Percent Followers, %	56.5
Segment Travel Time, minutes	2.73	Follower Density (FD), followers/mi/ln	4.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	349	0.26	4.9	C

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1040	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.0

Vehicle Results

Average Speed, mi/h	58.0	Percent Followers, %	74.4
Segment Travel Time, minutes	2.79	Follower Density (FD), followers/mi/ln	13.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	702	0.76	13.3	E

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Existing Plus Project PM
Project Description	Ridgemark - SR 25 - SR 156 & US 101 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	640	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	4.01127	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34567	PF Power Coefficient (p)	0.68717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results

Average Speed, mi/h	59.2	Percent Followers, %	62.9
Segment Travel Time, minutes	8.72	Follower Density (FD), followers/mi/ln	6.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1376	1.16	6.8	C

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1390	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.82

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	4.00224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34661	PF Power Coefficient (p)	0.68749
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	81.5
Segment Travel Time, minutes	8.95	Follower Density (FD), followers/mi/ln	19.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2989	3.71	19.7	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1066	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results

Average Speed, mi/h	58.1	Percent Followers, %	75.5
Segment Travel Time, minutes	4.44	Follower Density (FD), followers/mi/ln	13.9
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1146	1.25	13.9	E

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1074	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	14.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.0

Vehicle Results

Average Speed, mi/h	58.0	Percent Followers, %	75.7
Segment Travel Time, minutes	4.45	Follower Density (FD), followers/mi/ln	14.0
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1155	1.27	14.0	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	931	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	14256	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	71.6
Segment Travel Time, minutes	2.77	Follower Density (FD), followers/mi/ln	11.4
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	628	0.64	11.4	D

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	454	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results

Average Speed, mi/h	59.3	Percent Followers, %	53.3
Segment Travel Time, minutes	2.73	Follower Density (FD), followers/mi/ln	4.1
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	306	0.22	4.1	C

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	968	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	4.00224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34661	PF Power Coefficient (p)	0.68749
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	73.2
Segment Travel Time, minutes	8.84	Follower Density (FD), followers/mi/ln	12.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2081	2.17	12.1	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1030	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results

Average Speed, mi/h	58.1	Percent Followers, %	74.7
Segment Travel Time, minutes	4.44	Follower Density (FD), followers/mi/ln	13.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1107	1.19	13.2	E

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HCS Two-Lane Highway Report

Project Information

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1315	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.77

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.6

Vehicle Results

Average Speed, mi/h	57.6	Percent Followers, %	80.3
Segment Travel Time, minutes	4.48	Follower Density (FD), followers/mi/ln	18.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1414	1.72	18.3	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	652	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	62.5
Segment Travel Time, minutes	2.75	Follower Density (FD), followers/mi/ln	6.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	440	0.37	6.9	C

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1268	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.75

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	79.2
Segment Travel Time, minutes	2.81	Follower Density (FD), followers/mi/ln	17.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	856	1.02	17.4	E

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	869	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	4.01127	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34567	PF Power Coefficient (p)	0.68717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.7

Vehicle Results

Average Speed, mi/h	58.7	Percent Followers, %	70.5
Segment Travel Time, minutes	8.79	Follower Density (FD), followers/mi/ln	10.4
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1868	1.84	10.4	D

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1265	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.74

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.8

Vehicle Results

Average Speed, mi/h	57.8	Percent Followers, %	79.5
Segment Travel Time, minutes	4.47	Follower Density (FD), followers/mi/ln	17.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1360	1.62	17.4	E

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1250	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.74

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	79.2
Segment Travel Time, minutes	4.47	Follower Density (FD), followers/mi/ln	17.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1344	1.59	17.2	E

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Jurisdiction	Caltrans	Time Analyzed	Background Plus Project AM
Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	975	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	14256	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	72.8
Segment Travel Time, minutes	2.78	Follower Density (FD), followers/mi/ln	12.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	658	0.69	12.2	E

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Background Plus Project AM
Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	473	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results

Average Speed, mi/h	59.3	Percent Followers, %	54.3
Segment Travel Time, minutes	2.73	Follower Density (FD), followers/mi/ln	4.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	319	0.23	4.3	C

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	987	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.58

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	4.00224	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34661	PF Power Coefficient (p)	0.68749
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results

Average Speed, mi/h	58.3	Percent Followers, %	73.7
Segment Travel Time, minutes	8.85	Follower Density (FD), followers/mi/ln	12.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2122	2.23	12.5	E

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1039	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results

Average Speed, mi/h	58.1	Percent Followers, %	74.9
Segment Travel Time, minutes	4.44	Follower Density (FD), followers/mi/ln	13.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1117	1.21	13.4	E

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1334	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.78

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.6

Vehicle Results

Average Speed, mi/h	57.6	Percent Followers, %	80.7
Segment Travel Time, minutes	4.48	Follower Density (FD), followers/mi/ln	18.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1434	1.75	18.7	E

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	685	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	63.8
Segment Travel Time, minutes	2.75	Follower Density (FD), followers/mi/ln	7.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	462	0.40	7.4	C

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1320	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.78

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.6

Vehicle Results

Average Speed, mi/h	57.6	Percent Followers, %	80.1
Segment Travel Time, minutes	2.81	Follower Density (FD), followers/mi/ln	18.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	891	1.08	18.4	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	901	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	4.01127	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34567	PF Power Coefficient (p)	0.68717
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	71.4
Segment Travel Time, minutes	8.80	Follower Density (FD), followers/mi/ln	11.0
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1937	1.94	11.0	D

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.76

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	79.9
Segment Travel Time, minutes	4.47	Follower Density (FD), followers/mi/ln	17.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1384	1.66	17.8	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1264	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.74

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	79.5
Segment Travel Time, minutes	4.47	Follower Density (FD), followers/mi/ln	17.4
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1359	1.62	17.4	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1307	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.77

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	14256	-	-	57.8

Vehicle Results

Average Speed, mi/h	57.8	Percent Followers, %	79.8
Segment Travel Time, minutes	2.80	Follower Density (FD), followers/mi/ln	18.0
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	882	1.06	18.0	E

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	607	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	60.7
Segment Travel Time, minutes	2.75	Follower Density (FD), followers/mi/ln	6.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	410	0.34	6.3	C

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1178	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	77.9
Segment Travel Time, minutes	4.46	Follower Density (FD), followers/mi/ln	15.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1266	1.45	15.8	E

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1521	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.89

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.3

Vehicle Results

Average Speed, mi/h	57.3	Percent Followers, %	83.4
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/mi/ln	22.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1635	2.13	22.1	E

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	945	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	72.0
Segment Travel Time, minutes	2.77	Follower Density (FD), followers/mi/ln	11.7
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	638	0.65	11.7	D

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1518	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.89

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.4

Vehicle Results

Average Speed, mi/h	57.4	Percent Followers, %	83.4
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/mi/ln	22.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1632	2.12	22.1	E

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
Agency	Hexagon	Analysis Year	2022
Jurisdiction	Caltrans	Time Analyzed	Cumulative PM
Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1473	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.87

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.4

Vehicle Results

Average Speed, mi/h	57.4	Percent Followers, %	82.8
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/mi/ln	21.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1583	2.03	21.2	E

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HCS Two-Lane Highway Report

Project Information

Analyst	Huy	Date	5/11/2022
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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1351	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.79

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	14256	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	80.6
Segment Travel Time, minutes	2.81	Follower Density (FD), followers/mi/ln	18.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	912	1.11	18.8	E

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HCS Two-Lane Highway Report

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Jurisdiction	Caltrans	Time Analyzed	Cumulative Plus Project AM
Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	626	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	61.9
Speed Slope Coefficient (m)	3.98135	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32669	PF Power Coefficient (p)	0.70379
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	61.5
Segment Travel Time, minutes	2.75	Follower Density (FD), followers/mi/ln	6.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	423	0.35	6.5	C

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1187	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.70

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.9

Vehicle Results

Average Speed, mi/h	57.9	Percent Followers, %	78.0
Segment Travel Time, minutes	4.46	Follower Density (FD), followers/mi/ln	16.0
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1276	1.47	16.0	E

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1540	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.91

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.3

Vehicle Results

Average Speed, mi/h	57.3	Percent Followers, %	83.7
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/mi/ln	22.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1656	2.17	22.5	E

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HCS Two-Lane Highway Report

Project Information

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Project Description	Ridgemark - SR 25 - San Felipe Rd & SR 156 NB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	14256
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	978	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.58

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.1
Speed Slope Coefficient (m)	3.99398	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.32541	PF Power Coefficient (p)	0.70335
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.4

Vehicle Results

Average Speed, mi/h	58.4	Percent Followers, %	72.9
Segment Travel Time, minutes	2.78	Follower Density (FD), followers/mi/ln	12.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	660	0.69	12.2	E

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Project Description	Ridgemark - SR 25 - SR 156 & US 101 SB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	45408
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2419	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	75.0
Speed Slope Coefficient (m)	0.00000	Speed Power Coefficient (p)	0.00000
PF Slope Coefficient (m)	0.00000	PF Power Coefficient (p)	0.00000
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	75.0

Vehicle Results

Average Speed, mi/h	75.0	Percent Followers, %	0.0
Segment Travel Time, minutes	0.00	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	F		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	0	0.00	0.0	A

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Project Description	Ridgemark - SR 156 - Alameda & Union EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1540	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.91

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99683	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34717	PF Power Coefficient (p)	0.68768
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.4

Vehicle Results

Average Speed, mi/h	57.4	Percent Followers, %	83.7
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/mi/ln	22.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1656	2.17	22.5	E

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HCS Two-Lane Highway Report

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Project Description	Ridgemark - SR 156 - Alameda & Union WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22704
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	1.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1487	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	1.00	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.87

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	62.0
Speed Slope Coefficient (m)	3.99322	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34754	PF Power Coefficient (p)	0.68781
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.4

Vehicle Results

Average Speed, mi/h	57.4	Percent Followers, %	83.0
Segment Travel Time, minutes	4.50	Follower Density (FD), followers/mi/ln	21.5
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1599	2.06	21.5	E

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